DOCK AND DINES: TOP SPOTS ALONG THE EAST COAST

SOUNDINGS®

REAL BOATS, REAL BOATERS

Classic New England

A Cruising Guide to a Tranquil Corner of Connecticut

VISIT…

LANZAROTE
Caliente.com

The Moorings®
Est. 1969

Cruise the World's Best Charter Destination, *with the World's Best Charter Company*

"Flawless Experience, clean and well-maintained boats, friendly and knowledgeable staff."

"Once in a lifetime family trip."

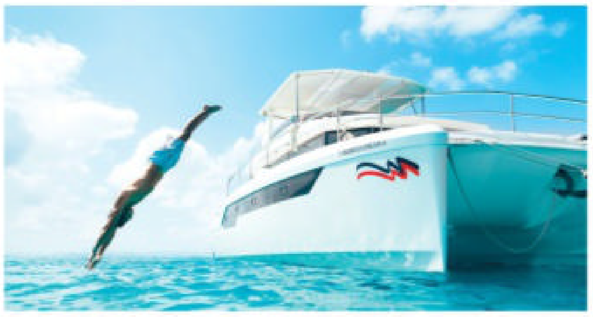
"Everything was first class."

"Excellent service and the staff at the base was outstanding!"

- 2023 Customer Testimonials

2021
Travelers' Choice™
Tripadvisor

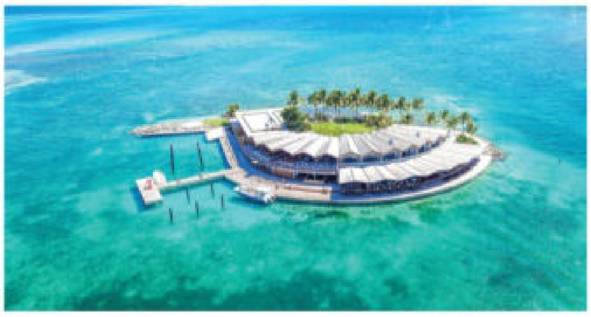
2022
Travelers' Choice™
Tripadvisor

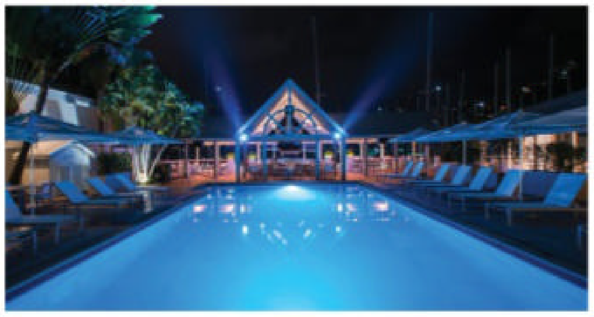


Explore the beauty of the British Virgin Islands with The Moorings and discover a charter vacation the way it was always meant to be. From our expert service to our award-winning yachts, The Moorings is the go-to resource for a stress-free charter vacation.

Our reimagined marina features amenities including a newly renovated hotel, rejuvenating pool, spa, multiple cafes and restaurants, and our newly opened on-site supermarket – all designed to provide guests with an unmatched experience to begin their charter getaways.

Cruise with The Moorings and fall in love with the British Virgin Islands all over again.





moorings.com | 800.669.6529

PURE. **PURSUIT.**

PURE. EVOLUTION.
S 378 SPORT
Powered by YAMAHA

Prepare to dominate the water on the Pursuit S 378 Sport. It's the perfect culmination of power, innovation and tradition.

PURSUIT

Visit your factory authorized dealer and experience the excitement of Pursuit. Check us out at **pursuitboats.com**.

AMERICAN MADE

CONTENTS

JULY 2023 | VOL LX // NUMBER 11

32
OSKA
THE BLACK PEARL

ONNE VAN DER WAL

FEATURES

32 **TOP DOCK AND DINES**
The votes are in! *Soundings* readers rate the best places to take a hungry crew after a great day on the water.
By Kim Kavin

46 **THE SAME, BUT DIFFERENT**
With a new director, the Carpenter's Boat Shop continues to build boats, nurture lives and help others.
By Pim Van Hemmen

54 **SCREW THE STATUS QUO**
Sharrow Marine's unconventional propeller can turn a boat's performance on its head. So, how does it work?
By Adam Cove

60 **WEATHER THE STORM**
If you can understand the science behind the latest weather models and their limitations, you'll only be safer on the water.
By Chris Parker

DEPARTMENTS

6 Underway
8 Dispatches
16 Journeys
22 Fishing
26 Launched
30 Classics
64 Seascapes
66 DIY
72 Used Boat
88 Images

ON THE COVER

A serene scene in Mystic, Connecticut, photographed by Onne van der Wal

e6 65’| Max. speed 22Kn. | Range 2,500NM @ 9 Kn.

The world is beautiful…
…Elling will take you there
E3 - 45ft
E4 - 49ft
E6 - 65ft

www.ellingyachting.com

Elling Shipbuilding bv
Veerdam 1, 5308 JH Aalst, The Netherlands. T. +31 418 67 31 03 E. info@ellingyachting.com

elling

UNDERWAY

Real Boats for These Readers

My inbox at *Soundings* is a fun place to drop anchor and hang out. That's because I meet so many fun and friendly readers of the magazine there. I'm always grateful when they take the time to write with stories about their experiences on the water. And often, they'll share details about their personal boats. Those letters are particularly enjoyable, because a lot of *Soundings* subscribers drive cool stuff.

Bob Howie dropped me a note this week, to tell me about the Caribiana Sea Skiff he keeps in a rack-and-stack boat barn in Texas when he's not pulling it behind a Ford F-250 to places like the Mississippi Gulf Coast. He bought the 23-footer (shown at left) in 2013 after years of running big sailboats. Bob and his wife, Jackie, wanted to downsize and switch to power, to make better use of their time on the water. They also wanted something they could trailer. If you're not familiar with a Caribiana don't feel bad. They are what Howie calls "niche boats," because they're fashioned after hard-working Caribbean pangas, only with styling that looks the part at a yacht club. "The boat lacks brand name recognition," says Howie, "and yet we get several calls a year from people who want to know if we wish to sell."

Howie has been a subscriber to *Soundings* for years and says he likes the magazine for its "grass-roots approach," with content about real boats and real boaters. "I particularly like the stories about owners and why they made the choices they did about the boats they float. People ask my wife and I all the time about our boat and why we chose it, so I thought maybe the story was worth telling."

The story about their boat, and how the Howies came to find it, is an enjoyable read and it's now on our website. Check it out and let me know what you think. And while you're at it, don't hesitate to contact me with a few details about what you're driving this summer. I have a feeling that you're behind the wheel of something pretty sweet. Ⓢ

JEANNE CRAIG
JCraig@aimmedia.com

SOUNDINGS
REAL BOATS, REAL BOATERS

JULY 2023 VOL. LX, NO. 11

PRESIDENT **GARY DESANCTIS**

EDITORIAL
EDITOR-IN-CHIEF **JEANNE CRAIG**
ART DIRECTOR **BRIANA SMITH**
EXECUTIVE EDITOR **PIM VAN HEMMEN**
ASSISTANT EDITOR **LIDIA GOLDBERG**
DIGITAL PROJECT MANAGER **SARAH W. JOHNSTON**
CONTRIBUTING WRITERS **ADAM COVE, KIM KAVIN, CHRIS PARKER**
CARLY SISSON, MIKE SMITH, MICHAEL TOUGIAS
MARIO VITTONE, JOHN WOOLDRIDGE
EDITOR-AT-LARGE **WILLIAM SISSON**

SALES & MARKETING
PUBLISHER **ERIC DALLIN**
919-247-6987, edallin@aimmedia.com
DIRECTOR NATIONAL ACCOUNTS/SPONSORSHIPS **PAUL SMITH**
914-467-8729, psmith@aimmedia.com
REGIONAL ACCOUNTS/ **ERICA PAGNAM**
860-227-6638; epagnam@aimmedia.com
REAL ESTATE/CLASSIFIED/MARKETPLACE **MARILOU GRISWOLD**
860-227-3638, mgriswold@aimmedia.com
or snd_classifieds@aimmedia.com
SENIOR SALES COORDINATOR **SARA CARPENTER**
scarpenter@aimmedia.com

AIM MARINE GROUP
A DIVISION OF ACTIVE INTEREST MEDIA

VP, EDITORIAL DIRECTOR **DANIEL HARDING, JR.**
VP, GENERAL MANAGER **CHRISTINE NILSEN**
VP, MARKETING AND EVENTS **JULIE JARVIE**
VP, MARKETING INNOVATION **ERIC DALLIN**
VP, CUSTOM PUBLISHING **JEANNE CRAIG**
DIGITAL DEVELOPMENT MANAGER **MATTHEW BOYLES**
PRODUCTION MANAGER **SUNITA PATEL**
SENIOR PRODUCTION COORDINATOR **AMY RALEIGH**
ADVERTISING OPERATIONS COORDINATOR **DIANA BERARDINELLI**
CIRCULATION, FULFILLMENT MANAGER **JENNIFER WILSON**
DIRECTOR OF RETAIL SALES **SUSAN A. ROSE**
VP, CIRCULATION **PAIGE NORDMEYER**

ACTIVE INTEREST MEDIA

CEO **ANDREW W. CLURMAN**
CHAIRMAN EMERITUS **EFREM ZIMBALIST III**
PRESIDENT, MARINE DIVISION **GARY DESANCTIS**
PRESIDENT, HOME DIVISION **PETER MILLER**
CFO **STEPHEN POMPEO**
DIRECTOR OF HUMAN RESOURCES **SCOTT ROEDER**
CHIEF TECHNOLOGY OFFICER **BRIAN VANHEUVERSWYN**

HEADQUARTERS
35 Industrial Park Road, Unit 10 Centerbrook, CT 06409
(860) 767-3200 • Fax (860) 767-1048
Editorial E-mail: editorial@soundingspub.com
Advertising E-mail: sales@soundingspub.com
Website: soundingsonline.com
Advertising Billing Questions: 661-965-9925

SUBSCRIPTION SERVICES
For questions, problems or changes to your *Soundings* subscription,
CALL: (800) 244-8845 **EMAIL:** Marinesubs@aimmedia.com
WRITE: *Soundings*, P.O. Box 37274, Boone IA 50037-0274.
Canada Post Publication Mail Agreement No. 40624074. Canada Post Return Address undeliverable to: APC-PLI, P.O. Box 503, RPO West Beaver Creek, Richmond Hill, ON L4B 4R6. Subscription rate $24.97 for 12 months. Canadian subscribers, add $22 per year for postage. Foreign subscribers, add $42 per year for postage. All payments in U.S. funds drawn on a U.S. bank. Subscriptions received with insufficient payment will be pro-rated. Allow up to eight weeks for delivery of first issue. Change of address should be sent promptly; provide old mailing label as well as new address; include ZIP or postal code. Allow six to eight weeks for change.
POSTMASTER: Send address changes to *Soundings*, P.O. Box 37274, Boone, IA 50037-0274. Please include name, address and phone number.

ONLINE SUBSCRIBER SERVICES
• View your account information • Pay your bill
• Renew your subscription • Change your mailing or e-mail address
www.soundingsonline.com/customerservice

LEWMAR®
ENGINEERED
WITH EXCELLENCE.

ELEVATE AND ENRICH THE ON-WATER EXPERIENCE.

Trust Lewmar for top-performing products that combine style, strength, and durability. Our anchoring systems provide the reliability and performance you've come to expect from Lewmar, and we have revolutionized steering with innovative design and expert engineering, giving control and precision to the captain navigating the boat.

Windlasses | Anchoring | Winches | Steering

lewmar.com

LIPPERT™

DISPATCHES

News, Notes and Know-How From the Waterfront

Left: Van Hemmen photographed the 1912 battleship USS *Texas* in Houston in 2013.

It's Ship City

A PHOTO EXHIBIT AT PENOBSCOT MARINE MUSEUM SHINES A LIGHT ON HISTORIC AMERICAN VESSELS

In 2012, Pim Van Hemmen was driving out of an Ikea parking lot in Philadelphia when he spotted a massive ocean liner, rust on its hull and paint peeling from its funnels. It was the *SS United States*, the former flagship of the U.S. merchant marine fleet and winner and current holder of the prestigious Blue Riband. Intrigued by its dilapidated condition, Van Hemmen—a photographer, journalist and currently executive editor at *Soundings*—shot a picture through the windshield on his iPhone.

When he got home and told his wife about what he'd found, she said he should start a project to photograph the country's historic ships. She also came up with a name for the project: In Extremis, a maritime doctrine that allows extreme measures to be taken when a ship is in extreme danger.

Now, that project, "In Extremis: Historic Ships in America," is on display at the Penobscot Marine Museum in Searsport, Maine, until August 5.

Van Hemmen has always been intrigued by ships. "I was born in the Netherlands where people are very connected to the country's maritime past," he says. "My grandfather and father sailed for the Holland America Line and my brother, my wife, my nephew and nieces all work or worked in the maritime industry. But I've always been struck by how so many Americans know so little about the role ships have played and continue to play in this country's history. Until the 1960s, almost every immigrant arrived here on a ship; almost every war fought by this country required ships to fight or deliver personnel and materiel; and much of what we consume or produce arrives or leaves this country by ship."

Van Hemmen says the photos on exhibit—which were shot on both coasts, the Great Lakes and the country's interior—are not meant to advocate for or against the preservation of any one ship. Some images make the ships look nearly perfect while others make them look like they're a very short day away from going to the wrecker.

"I want to create a record of what's out there as well as images that people want to look at," he says. "There's beauty in ships, even when they're covered in rust or oil and their paint is flaking. Even when they're sitting still and appear to be coming apart at the seams, there's power and beauty." —*Jeanne Craig*

PIM VAN HEMMEN

ISTOCK

Drowning Doesn't Look Like Drowning

HERE'S HOW TO KNOW WHEN SOMEONE IS IN TROUBLE, AND HOW TO RESPOND.

The captain jumped from the deck, fully dressed, and sprinted through the water. He was a former lifeguard, and he knew what to do: He headed straight for a couple swimming between their anchored sportfish and the beach.

"I think he thinks you're drowning," the husband told his wife. They had been splashing each other, and she had screamed, but now they were just standing on a sandbar.

"We're fine. What is he doing?" she asked, annoyed.

"We're fine!" the husband yelled, waving the captain off.

But he kept swimming. Hard.

"Move!" the captain barked as he sprinted between the couple. Directly behind them, not 10 feet away, their 9-year-old daughter was drowning.

How did this captain know—from 50 feet away—what the father couldn't recognize from just 10 feet? The captain was trained to understand that drowning is not the call for help that most people expect. As a former U.S. Coast Guard rescue swimmer, I wasn't surprised at all by this story. Drowning is almost always a deceptively quiet event.

Francesco A. Pia, a former lifeguard, is the person who coined the term "instinctive drowning response." This is what people do to avoid actual or perceived suffocation in the water. When someone is drowning, there is very little splashing. There is also no waving, yelling or calling for help. As Pia explains, what happens instead is that—except in rare circumstances—drowning people are physiologically unable to call out for help. The respiratory system is designed for breathing. Speech is a secondary function. Breathing must be fulfilled before speech can occur.

The mouths of drowning people sink below, and then reappear above, the water's surface; they are not above the surface long enough to exhale, inhale and call for help. Similarly, drowning people can't wave for help. Instinct forces them to extend their arms laterally and press down on the water's surface, so they can lift their mouths out of the water to breathe. In this state, they can't move toward a rescuer.

From beginning to end of the instinctive drowning response, drowning people remain upright in the water, with no evidence of a supporting kick. Note, these people can only struggle on the surface of the water from 20 to 60 seconds before submersion occurs.

This doesn't mean that a person who is yelling for help and thrashing isn't in real trouble—he or she is experiencing aquatic distress. It doesn't last long, but these people can assist in their own rescue by grabbing lifelines, reaching for throw rings and the like.

You can look for these specific visual cues to tell the difference between someone in aquatic distress and a drowning person:

- Head tilted back with mouth open
- Head low in the water, with mouth at water level
- Eyes glassy and empty, unable to focus
- Eyes closed
- Hair over forehead or eyes
- Not using legs
- Hyperventilating or gasping
- Trying to swim in a particular direction but not making headway
- Trying to roll over onto the back
- Appears to be climbing an invisible ladder

Always be aware of these cues. If a crewmember falls overboard and everything looks OK, don't assume that things are fine. Even if they seem to be treading water and staring up at the deck, ask if they are alright. If they return a blank stare, then you may have less than 30 seconds to get to them.

And parents, make a mental note that children playing in the water typically make noise. When they get quiet, you need to get to them and make sure they're not drowning. — *Mario Vittone*

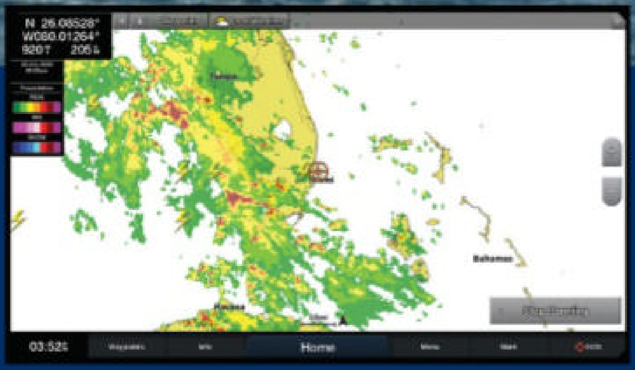
"I won't leave the dock without it!"

Scott Miller, MV *Miller Time*

SiriusXM MARINE

"On a trawler, you are not going to outrun a storm. SiriusXM Marine weather allows us to prepare ourselves and plan the safest route through a storm. The situational awareness gives us comfort and peace of mind. I won't leave the dock without it."

Scott Miller, 58′ Kadey Krogen *Miller Time*



GET 2 FREE MONTHS of Weather & Entertainment

Call **1-800-874-9786** or visit **siriusxm.com/MarineOffers** to learn more

GARMIN. LOWRANCE SIMRAD FURUNO Raymarine B&G

2-Month Trial Offer Details: Activate a new monthly subscription plan to one or both of our (1) SiriusXM Marine mid-tier weather package (SiriusXM Coastal, Sirius Mariner, or XM Fisherman/Sailor), or (2) Platinum Plan audio package, and receive your first 2 months free (a minimum of $37.99/mo and $23.99/mo savings for rates effective 3/14/23). If activating a SiriusXM or Sirius Marine package (Coastal or Mariner), get free activation (an additional $25 savings), for a combined savings of $148.96. If activating an XM weather package (Fisherman/Sailor), you will be charged a $5 activation fee, for a combined savings of $123.96. Fees and taxes apply. **You must pay with a credit card. Service will automatically renew every month thereafter and, at the beginning of your 3rd month, you will be charged at then-current rates. Please see our Customer Agreement for complete terms and how to cancel, which includes calling us at 1-800-985-9200.** All fees and programming are subject to change. SiriusXM reserves the right to modify or terminate this offer at any time. A $100 rebate is available on new hardware with subscription purchase, details at siriusxm.com/MarineRebate.

NOTE: SiriusXM services may include weather, other content and emergency alert information which is not for "safety for life," but is merely supplemental and advisory in nature, and therefore cannot be relied upon as safety critical in connection with any seacraft or any other usage. SiriusXM is not responsible for any errors or inaccuracies in the services or their use.

© 2023 Sirius XM Radio Inc. SiriusXM and all related logos are trademarks of Sirius XM Radio Inc. and its respective subsidiaries. All rights reserved. Photo credit: Scott Miller.

Bottom: Lisa Curcio Gaston (center) is serving as the first female commodore at the Chicago Yacht Club.

Setting a Course for Success

WHY ARE SO MANY YACHT CLUBS GETTING THEIR FIRST FEMALE COMMODORES?

Yacht clubs nationwide are experiencing a surge in the number of women becoming commodores, and women at the helm say the trend is in great part a result of long-overdue structural changes in the ways yacht clubs have traditionally functioned.

"I can't tell you how many men have come up to me and said, 'It's about time,'" says Lisa Curcio Gaston, who is serving as the first woman commodore of the Chicago Yacht Club in its 148-year history. "I think it goes to the fact that the culture of our club has changed a lot, in a good way."

What's happening is not that a handful of yacht clubs are getting their first female commodores. Those glass ceilings—some of them more than a century old—have been shattering, bit by bit, for at least the past few decades. In 1993, Bahia Corinthian Yacht Club in Corona Del Mar, California, chose Carolyn Nelson Hardy as its first female commodore. In 2004, Sanderson Carney became the first woman to lead Newport, Rhode Island's Ida Lewis Yacht Club. In 2009, Sheila McCurdy was named the first female commodore of the Cruising Club of America. In 2016, when Helen Salogub became commodore of the Midget Squadron Yacht Club in Brooklyn, her ascension was featured in *The New York Times*. In 2017, when Lynn Wingard was named the Seattle Yacht Club's first female commodore, she broke a 125-year streak of men at the top.

Nowadays, stories appear regularly about yacht clubs getting their first female commodores. Right now, four of the five clubs on Long Island, New York's North Fork—Shelter Island Yacht Club, Orient Yacht Club, Old Cove Yacht Club and Mattituck Yacht Club—have women commodores. Lynn Kotwicki just finished her stint as the first woman to lead Detroit's Bayview Yacht Club, which was founded in 1915. The 60-year-old Poplar Island Yacht Club on the Chesapeake Bay

COURTESY CHICAGO YACHT CLUB

dream

[dri:m] . noun

an aspiration, goal or wish that you hope can come true.
where you plant the seeds of your future. a visionary creation
of the imagination. that can one day become reality.

Yours Just Got Closer.

ATLANTIS
MARINE FINANCE

YOUR NAVIGATIONAL BEACON FOR LENDING SOLUTIONS

ATLANTISMARINEFINANCE.COM

CONTACT: Paul Hebert | 720 620 4653 | Paul.Hebert@AtlantisMarineFinance.com

Powered by
LAVICTOIRE
FINANCE

BACK COVE
Dealer Locator
backcoveyachts.com

BOSTON YACHT
SINCE 1953
Serving Massachusetts
and Rhode Island
bostonyacht.com

DiMillo's Yacht Sales
MAINE · NEW YORK · MARYLAND
Serving Maine, New York,
and Maryland
dimillosyachtsales.com

PETZOLD'S YACHT SALES
PORTLAND · NORWALK, CT
RHODE ISLAND
Serving Connecticut and
Rhode Island
petzolds.com

SANDY HOOK YACHTS
EST. 1983
YACHT REGISTRY
EST. 1987
Serving New Jersey and West Florida
Sandyhookyachts.com
Yachtregistry.net

BACK COVE YACHTS
Practical Elegance. From Maine.
New Model Representation Varies by Territory
23 Merrill Dr.
Rockland, Maine 04841
(207) 594-8844
www.backcoveyachts.com

elected its first woman commodore, Missy Warfield, in late 2021.

"We're kind of doing it as a society," says Lynn Reich, the current commodore at Shelter Island Yacht Club. "The fact that this is happening all across the United States, it's a really exciting time to be around and see these changes."

What's most noteworthy about the current surge is that today's leaders are pointing out things that yacht clubs had to adjust for women to get a fair shake. Curcio Gaston and Reich say their clubs had to undergo structural shifts in the way routine business was done in order to create real opportunities for women to lead.

As one example at the Chicago Yacht Club, Curcio Gaston says, it was traditionally men who became members, and their wives came along. A few years ago, the club changed its regular membership policy to allow couples to join, including people in civil unions.

"In essence, what happens is that either one of the partners can be a voting member or an officer or a member of the board," Curcio Gaston says. "They can't both be at the same time, but they can change from year to year if they want to. That, certainly, opened up the availability of women to serve in these roles."

The club also used to have a Women's Committee led by the commodore's wife. A few years ago, that wife was an ophthalmologist who decided to do the job differently. "She started to change the role of the Women's Committee to women's leadership and women on the water," Curcio Gaston says. "The subsequent wives of commodores continued that path."

Then, the club asked for members interested in leading the committee, whose name officially changed to Women on the Water. "We ended up with a woman in her late 30s or early 40s who is an active sailor, employed outside the home, has a child. She and her husband met at the club," Curcio Gaston says. "So now, it is run by a female member."

Reich, too, says structural changes have been needed to empower women at the Shelter Island Yacht Club in New York. "Years back, the women at our club weren't even considered members. The men were the members," Reich says. "It's not that long ago, but I know the man, he recently passed. He's the one who stood up and said, 'This isn't right. The women do half the work around here.'"

The Shelter Island club has also changed its setup from the days when a flag officer's wife was automatically the head of a certain committee. "We've certainly gotten away from it, and it's a good thing," Reich says. "There's definitely a sense in our club that we're actively recruiting women to take on leadership roles."

The Shelter Island club has also made a point of encouraging women to become members, Reich adds. "We are sitting down and going through the book and really trying to make sure that committees are made up of 50 percent women," Reich says. "A marine committee focusing on things like docks, waterfront, the fleet of boats we own, in the past that would have been a more male-dominated committee. We're reaching out and making sure some women are sitting in with that group and being heard, women with experience and knowledge about those things who can really contribute."

In early May, Curcio Gaston says, the Chicago club had its annual ladies' luncheon. She noticed a palpable sense of change, of women feeling empowered.

"Back in the day—not many days back—it was a fashion show," she says. "This year, I had to talk, as the first female commodore. I didn't think I said anything all that exciting, and I can't tell you how many women came up to me and said they came because they knew I would be speaking. They used the word inspirational, which, to me, is like, OK. But the fact that I have gotten to the commodore's role is definitely having an effect on how other women look at their roles."

Reich says she wants to see this effect take hold beyond female members.

"It's not just about women; it's about diversity and inclusion," she says. "We need to get more people to enjoy the sport that we love. More people on the water means more ideas, more variety and background. It only makes us better." — *Kim Kavin*

Practical Elegance. From Maine.

20 YEARS OF DOWNEAST ELEGANCE, INNOVATION, & EVOLUTION

into the Mystic

BackCoveYachts.com

Back Cove
Yachts

Made in Maine, USA

ADOBE STOCK

Left: Mystic is classic coastal New England, an area known for its quaint villages and maritime history.

Summer Escape

THIS CORNER OF CONNECTICUT IS HOME TO A TRIO OF CHARMING CRUISING DESTINATIONS

For many boaters, exploring quintessential New England towns is the highlight of the cruising season. From the historic landmarks to the scenic waterways and welcoming marinas in picturesque harbors, the New England coast has an undeniable charm that draws boaters from all parts of the world, year after year.

Situated in the heart of coastal New England is the southeastern corner of Connecticut, a region known for its quaint villages and rich maritime history. Although often overshadowed by the nearby destinations of Block Island and Newport, this region has much to offer boaters seeking a peaceful weekend getaway.

MYSTIC

Perhaps the best-known destination in the southeastern corner is the village of Mystic, where nautical history blends with a modern seaport. Two centuries ago, Mystic's port was filled with whaling vessels and clipper ships. Today, the village maintains its colonial charm while catering to recreational boaters.

Mystic is situated on the Mystic River, which empties into Long Island Sound. From here, boaters can easily access Watch Hill, Rhode Island, and Fishers Island, New York, even by dinghy. Block Island is a relatively short 90-minute run by powerboat. However, boaters don't need to stray far from the Mystic River to enjoy a relaxing weekend on the water.

The first stop on any boater's itinerary should be the Mystic Seaport Museum, a replica of a 19th-century village. Encompassing 19 acres, Mystic Seaport is the largest maritime museum in the country. The highlight here is the fleet of historic vessels that visitors can climb aboard. Among them is the world's only surviving whaleship, the *Charles W. Morgan*, which was built in 1841 and measures 106 feet, 11 inches on deck.

Mystic Seaport also offers well-protected dockage for transient boaters who want to spend the night at the museum. Dockage includes free WiFi, power, water and other amenities, as well as complimentary museum admission. In the evening, boaters docking at the Seaport can experience the beauty of the grounds after the tourist crowds are gone for the day. Exclusive onsite catering is available to boaters in the evening through Lancer Catering.

Dockage is available at other locations in Mystic. Seaport Marine is the closest marina to downtown and offers seasonal and transient slips. The seafood restaurant Red 36 is also here. The Mystic Downtown Marina is another option for boaters looking to spend a few nights in the area. This marina is protected on either side by a drawbridge and a swing bridge, making for calm conditions.

No trip to Mystic is complete without a walk across the Mystic River Bascule Bridge in the heart of downtown. This bridge, which is still functional, is unique in that it has exposed mechanical parts. Across the bridge are boutique stores and the famous, 100-year-

old Mystic Drawbridge Ice Cream shop. In town, there are a number of places to bring a famished crew. For fine dining, check out The Engine Room. Located in a historic brick building, the menu includes locally sourced seafood and craft beers. Another popular dining spot is Mystic Pizza, which served as the inspiration for the movie by the same name.

NOANK

Located just a few miles southeast of Mystic, the town of Noank is a small, picturesque village with a rich seafaring history. It lacks some of the frills of the neighboring towns, but its laid-back atmosphere makes it a peaceful destination for transients to spend a couple of nights aboard.

There are four marinas that service Noank: Spicer's, Noank Shipyard, Noank Village Boatyard and Palmer's Cove. Spicer's marina is located at the heart of the village and offers transient dockage for boats up to 200 feet. Noank Shipyard, which is the sister location to Seaport Marine in Mystic, offers 158 slips and 1,100 feet of face dock for larger vessels. Noank Village Boatyard offers protected moorings that can accommodate drafts up to 7 feet, as well as floating slips with finger piers. Palmer's Cove offers an additional 100 slips.

Noank is a particularly popular destination for anglers, who can take advantage of the village's close proximity to Fishers Island Sound, where striped bass, bluefish, sea bass and more are plentiful. Often, good fishing is found just minutes from the dock. Several charter services operate out of Noank to help put anglers on top of the fish.

Seafood is on the menu at just about every restaurant in town, many of which are dock and dines. Abbott's Lobster in the Rough is a local staple on the waterfront that has been serving fresh lobster and other seafood since 1947. Another local favorite is Costello's, where you can pull up the boat to feast on fried clams, hamburgers and other grilled favorites.

If you are unable to get your lobster fix at Abbott's, make sure to visit Ford's

Top and above: There's dockage for transients at Mystic Seaport Museum; a trip to Mystic isn't complete without a walk across the Mystic River Bascule Bridge located downtown.

BRIDGE: ADOBE STOCK

Congrats, it's a boat.

BERTH STATS
NAME Paddles
312 in
3,514 lbs

Protect your baby with a leader in boat insurance.

1-800-PROGRESSIVE / PROGRESSIVE.COM

PROGRESSIVE®

Progressive Casualty Insurance Co. & affiliates.

RESTLESS
CT 2020 AY

Left: Stonington Borough, Connecticut's oldest village, has a fleet of salty fishing boats plus a walkable downtown with shops, galleries and restaurants.

COURTESY STONINGTON BOROUGH

Lobster, a fresh take on a salty lobster shack. Ford's puts its own twist on some classic dishes. Newcomers like to try the signature Bisque Bomb, which pairs a half-pound of lobster with creamy lobster bisque.

STONINGTON BOROUGH

Also in the southeast corner of Connecticut is the small town of Stonington and its charming harbor on the easternmost end of Long Island Sound, which has served as a popular destination for boaters for more than a century. Stonington Borough is Connecticut's oldest village, and it hasn't strayed far from its historic, small-town roots.

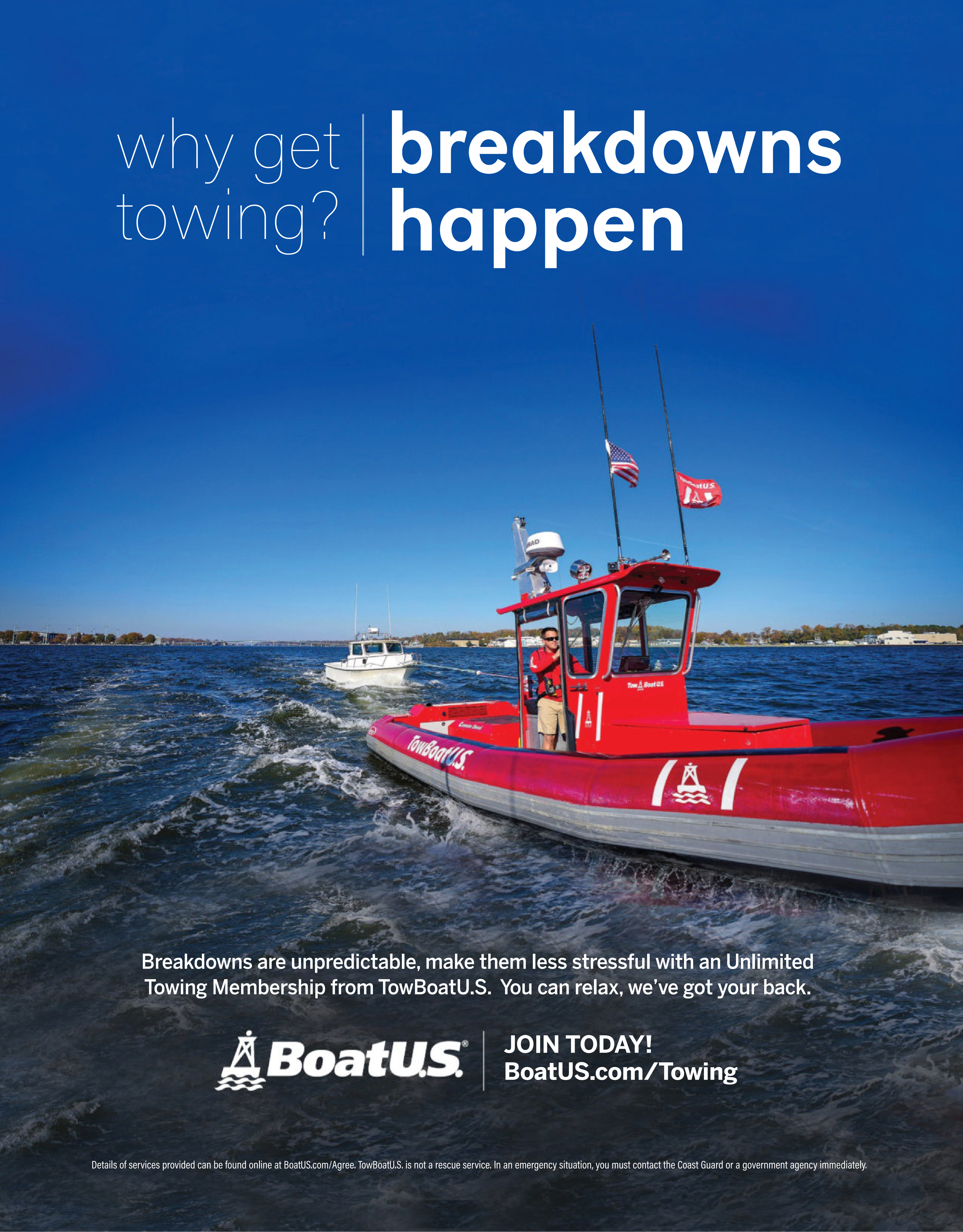
The Borough is completely free of big box stores and is instead full of eclectic shops, art galleries, restaurants and cool boutiques such as Maggie Lee Designs, a custom jeweler with original collections. Visitors can stroll down Water Street to visit these locally owned businesses before arriving at the Stonington Lighthouse Museum. Built more than 170 years ago, this stone citadel at the harbor entrance once guided ships across Fishers Island Sound. Today, it serves as a landmark commemorating the town's seafaring past. Visitors are welcome to climb the 29 circular steps and a short ladder to reach the top of the tower for an expansive view that spans three states—Connecticut, Rhode Island and New York.

Also located on Water Street is the Captain Nathaniel B. Palmer House Museum, an estate built in the 1850s that once belonged to the man who explored Antarctica in 1820. When you step through the entrance to the museum, you are transported to the sea captain's life. There is evidence of the Palmer family's involvement in ship building, international trade and family life throughout the museum, as well as a model of Palmer's sloop *Hero*. Climb to the top floor of the house to enjoy a magnificent view of Stonington Harbor.

Boaters visiting Stonington can find a slip or mooring at Dodson Boatyard, which can accommodate vessels up to 130 feet. While at Dodson, dine at the Dog Watch Café, which overlooks the boatyard and Stonington Harbor.

Another popular local dining option in the Borough is the Water Street Café, which is nestled in the center of the village. It's renowned for its Oyster Bar, fresh seafood and fishermen's catch of the day.

Whether you are just passing through Connecticut on your way to Rhode Island or New York, or you are planning a longer weekend getaway, the southeastern corner of the state is a welcoming destination for boaters looking to immerse themselves in maritime culture. From the historical sites to the pretty harbor, this summer cruising destination embodies many of the best aspects of New England. — *By Carly Sisson*



why get towing? | breakdowns happen

Breakdowns are unpredictable, make them less stressful with an Unlimited Towing Membership from TowBoatU.S. You can relax, we've got your back.

BoatU.S.® | JOIN TODAY! BoatUS.com/Towing

Details of services provided can be found online at BoatUS.com/Agree. TowBoatU.S. is not a rescue service. In an emergency situation, you must contact the Coast Guard or a government agency immediately.

GRADY-WHITE

Male Bonding

BOATING AND FISHING HAVE A TENDENCY TO BRING FRIENDS TOGETHER IN THE BEST WAY

By Michael Tougias

The call came in about noon. "I'm at the marina," said my fishing buddy Adam, "There were stripers blitzing out in Buzzards Bay this morning. I'm going back out."

I didn't wait for him to invite me. I just replied. "I'll meet you at your boat in half an hour."

Adam and I have fished together for over 25 years. I had a feeling today was going to be an epic day on the water, so when I arrived at his boat I brought three light-tackle rods rigged and ready to go. I anticipated a battle with a bass within minutes of leaving the dock, but we caught nothing our first hour out.

A light breeze rippled the ocean and skies were leaden. Perfect conditions for shallow-water fishing. The breeze would allow us to quietly drift toward fish if we spotted any, and the lack of sun meant less chance to spook them.

"On any given cast," Adam encouraged me. That was our mantra.

As slack tide approached, we took a break, having decided to wait for moving water to get the bass feeding. We dropped anchor and watched an osprey gliding above us, searching for prey but never diving. Adam and I talked about fishing, and then our personal lives: kids, significant others, work and even our health. Occasionally, one of us would offer unsolicited advice on issues big and small.

It felt good to have someone bright and thoughtful to share insights and concerns with. Maybe it was the setting. Over the years I had come to view our outings on the boat as more than a chance to chase fish. It was an opportunity to share, listen and problem-solve. For me, the boat was more effective than any therapist's chair could ever be.

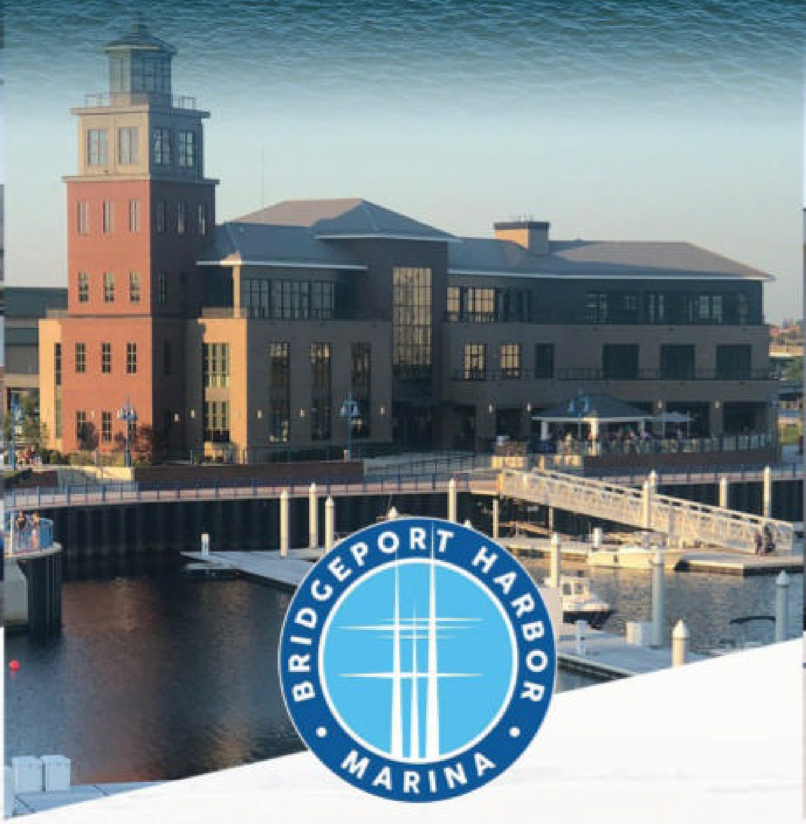
Study after study confirms that friendships are a key component in people leading happier and healthier lives. We also know that many men struggle to make new friends. Geoffrey Greif, Ph.D, a researcher and professor at the University of Maryland, has spent much of his career studying male friendships. In an interview with Huffpost he gave this advice to men who want to make lasting friendships but find it difficult to do so. "Understand that finding someone with similar interests is important, that reaching out to others is important, that getting involved in activities and not staying home is important, and that to make friends, you have to gauge how much to share when you first meet."

I can add through personal experience and 35 years of observation that boating and fishing might be the best of all shared hobbies to form lasting friendships. These pastimes often require a degree of teamwork, and the outdoor setting can be conducive to opening up. It's rare that I'll call a male friend to suggest a coffee and some talk. Men, I believe, need a common interest to get together, and it's during the

SEASONAL SLIP RENTALS AVAILABLE NOW 203.330.8787

MAKING BRIDGEPORT
YOUR FULL SERVICE
YACHTING DESTINATION

STEELPOINTE HARBOR



BOCA OYSTER BAR

www.bocaoysterbar.com

Stunning Water Views & New England Fare

THE MARINA

www.bridgeportharbormarina.com

New State of the Art Concrete Floating Docks for Vessels up to 250'

No Bridges. Direct Access to Long Island Sound

BRIDGEPORT BOATWORKS

www.bridgeportboatworks.com

Docking Assistance with Experienced Attendants

Full Service Boatyard: Repair Refit Refurbish

700 Ton Travel Lift

NOW OPEN

Starbucks Coffee • Chipotle Mexican Grill • T-Mobile • Bass Pro Shops

10 East Main Street - 1st Floor • Bridgeport, CT • 06608
203-330-8787 • rd@bridgeportharbormarina.com • VHF CH 09

doing that the conversation happens. Dr. Greif concurs. “Men’s friendships tend to include shoulder-to-shoulder interactions,” he says. As we all know, it’s hard to operate a boat or cast a fishing line while face to face.

I’d wager most of my conversations with Adam occur when we aren’t even looking at each other, but instead are in the process of casting or scouting for fish. And our conversations are deeper on a boat than they are when shore fishing. I’ve found that fishing skill has nothing to do with having a great trip. If the captain of the boat is not a fisherman, I generally know enough to get us into fish. But far more important is the conversation or the lack of it—the mix of both is ideal. You don’t want to be stuck on a boat with a know-it-all, and you don’t want someone who ignores the weather or safety. The ideal person on a boat knows when to just enjoy the spectacular surroundings, be comfortable in silence, yet engage when it’s time to talk.

On just about every boat I’ve ever been on, I’ll ask questions, lots of questions. Not just about the fishing in that particular area, but about the person’s life. I figure if they don’t want to discuss something they will say so or gently move the conversation in a new direction.

Men, more than women, are reluctant to share emotions, and so we put on a stoic front. That’s a problem. Psychologists also tell us men do worse than women after a divorce. That is quite understandable, because most men have fewer friends than women, and for some men their spouse is their exclusive confidant. Divorce is never easy, and Adam and I went through the painful process at about the same time. But we had one big advantage over a lot of other guys: We had our floating therapist couch, Adam’s 18-footer. Aboard *Scout* we were able to talk openly about the transitions we were experiencing. With a good friend you can explain, be vulnerable, and not go through the charade of being a tough guy.

During a recent NPR broadcast, psychologists discussed how a majority of men think they should conquer all their problems on their own, and anything less is seen as a sign of weakness. In my younger years I certainly fit that mold. But with age comes wisdom, and I realized it’s okay not to be okay. And it’s okay to tell a friend.

My passion for fishing has been a facilitator of friendships. Besides Adam, I have three friends who are also anglers, and I’ve known them since elementary school. Fishing has been the glue that has kept us together more than half a century now. One of these friends has described how the angler he spends the most time with only talks about his terminal cancer while fishing on his boat. Makes me wonder that if he didn’t own a boat would he have kept things bottled up inside and suffered in silence? It’s our job as friends to pick up on clues from others who only hint at their pain and then find the right setting to ask if they are OK and let them know we care. Time and time again, I’ve found the ideal setting to be on the water.

Adam and I pulled up the anchor and set out again to scout for fish. We were only in 5 feet of water when we realized stripers were right below us.

Adam turned the motor off and we started casting. Our fishing reels held 20-pound braided line, which has a much smaller diameter than comparable monofilament, allowing our casts to go farther. Adam’s lure was a Sluggo that he made dance on the surface using quick, intermittent yanks on the rod. There was a swirl behind his lure as a striper went for it and missed. But Adam had a trick up his sleeve: He paused the Sluggo for a second and then gave it a twitch.

Wham! A striper inhaled the lure and a spray of water was scattered in the air. Then, because there was no depth beyond five feet for the fish to dive down to, the bass took off in a straight line, the drag on Adam’s reel making the “zzzzzzzz” sound we love to hear when a big fish strikes.

Some tense moments followed, particularly when the bass was pulled near the boat and made a run past the engine’s propeller. But eventually Adam hauled in a beautiful 38-inch striper.

I took a picture of Adam and his prize, and then he let it go. I knew I’d look back at the picture later in the week and remember that striper. While I doubted I’d recall what we talked about during the quiet moments, I did know that those conversations were just as important as the fish we’d caught. ⓢ

Go Boating Early
Book your work now!
Avoid any launch delays • Get a priority prep and launch!

VENTURE Trailers
Deal Of The Day VATB-5225 SAVE $657+ $4,925
Large Inventory Now In-Stock - Ready For Immediate Delivery!
Popular Models
- VAB-1025
- VASK-2500
- VAB-2425
- VAB-3025
- VATB-5225
- VATB-8725
- More... Call

Competitive Pricing

Imagine yourself here...
- Outside of the channel - great location just south of Essex
- Beautiful views (e.g. sunset and sunrise)
- Competitive rates for both seasonal and transient rentals
- Limited availability - reserve yours today

S&S Marine Has **Moorings On The CT River** - Limited Availability So Call Today!
Boathouse w/ restrooms & showers
Beautiful Scenic Views
Black circle denotes mooring area
Red arrow denotes S&S Marine
Marina Dinghy Dock
With your mooring rental, you'll have full access to the S&S Boathouse Restrooms & Showers Plus Full Access To The Marina Dinghy Dock!

Marine Service Center
Save 10% On Repowers & Commissioning Labor
All types of marine service. We also stock many genuine parts and supplies.

WANTED!
Thinking of Selling?
We Are Boat Brokers... List Your Boat With Us!
- Aggressive on-going advertising campaigns in both print & electronic media
- Experienced sales team
- Listings in major publications including YachtWorld
- Full service marina with transient slips to assist with sprucing up, showings, pre-showing evaluations & sea-trials
- Competitive brokerage fees
- Open 12 months a year to represent you
- Very high turnover rate

Call Scott at 860-388-9112

S&S MARINE LLC
128 Essex Road And 18 Riverside Ave.
Old Saybrook CT 06475
www.ssmarinect.com 860-388-9112

Connecticut Fall Boat Show

SAVE *the* DATE

SEPTEMBER 8 - 10, 2023

Safe Harbor
Bruce & Johnsons
Branford, Connecticut

www.ctfallboatshow.com

AIM MARINE GROUP
A Division of Active Interest Media

LAUNCHED

Targa 37

A BUILDER FROM FINLAND BRINGS A PROVEN PILOTHOUSE DESIGN TO CRUISERS SEEKING ADVENTURE IN THE U.S.

There's a lot of talk these days about adventure boats but what, exactly, are they?

Ben Knowles, president of East Coast Yacht Sales in Yarmouth, Maine, says these craft—pilothouse designs with upright styling and seaworthy hulls—are for those who want to play hard on the water after keeping a shoulder to the wheel in the office all week. They are the kind of people who want to cast off whenever their tight schedule permits, regardless of the weather.

"They're a lot of fun to work with," says Knowles. "These boaters have limited time, so they make the most of every minute aboard and try to get a taste of adventure in the process."

Boat dealers like Knowles say the growing demand for adventure boats is driven by a few things. For starters, more people want to extend their cruising season, and because conditions are typically rougher in the off-peak weeks, a pilothouse makes sense. And then there's the contribution that social media has made to the trend. "YouTube and Instagram make us more aware of the really cool places that aren't too far from our backyard," says Knowles. "People are more excited than ever to see places like Cuttyhunk by boat."

Knowles is no stranger to adventure boating. Last March, he cast off from an icy dock in Harpswell, Maine, and ran 100 nautical miles to Northeast Harbor to ski the carriage trails at Acadia National Park. "March is a magical time in Maine, and we wanted to experience it by boat," he says. "We" included Knowles, his wife and colleague, Caroline, and their two girls—ages 2 years and 4 months. Their vessel was a 37-foot Axopar, a brand sold by ECYS that boasts a proven hull and a pilothouse warmed by a diesel heater. A YouTube video of their journey highlights the incredible views they had on the run up. They passed quiet coastal villages still deep in a winter's sleep and saw the snow-capped mountains of Acadia as they approached their destination, where they spent the night.

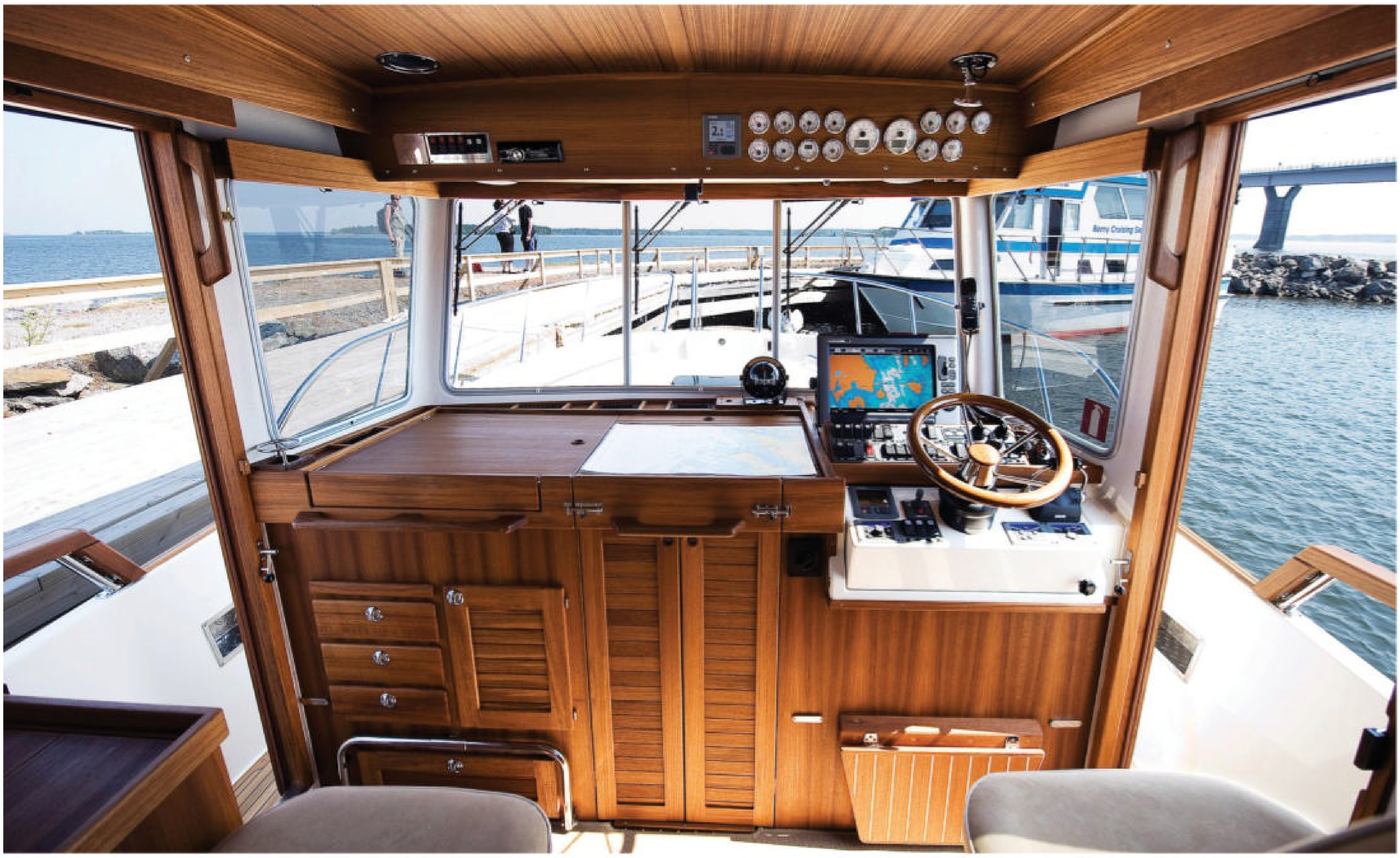
The next morning, the family donned ski attire and traversed freshly groomed trails. Hours later, they were back aboard the boat, cozied up inside and speeding home, all smiles and contentment. Many of us know that cruising anywhere with young children can feel like scaling Everest, but Ben and Caroline made the ambitious cruise aboard the adventure boat look laid-back. "The trip was epic," says Knowles. "Highly recommended."

LOA: 40'6"
Beam: 11'5"
Draft: 3'6"
Weight: 18,077 lbs.
Fuel: 356 gals.
Power (base): (2) 320-hp Volvo Penta I/Os

Because adventure boats are becoming big business, ECYS—which has eight offices in the Northeast—just took on another new line: the Targa brand. It's based in Finland and almost 40 years old, yet Targa's pilothouse boats are relatively new to the U.S. The line ranges from 23 to 46 feet, and Knowles thinks the Targa 37 will draw a lot of interest. "In terms of size, it's in the sweet spot," he says.

Targa boats, says Knowles, have more volume than many other pilothouse designs in the adventure category. In addition, some of the models, including the 37, are offered with diesel sterndrives and IPS, which could appeal to people who'd prefer to run with that type of propulsion over gas engines. Range is a big deal for these active boaters. They can go fast and farther on a tank of diesel, and that impacts how far off the grid they can travel.

It's a new boat for the Northeastern U.S.,



Top: Doors in the pilothouse make for easy access to the side decks. *Above*: There's room for the crew to hang out behind the helm.

but the 37 has been in Europe for a long time. It debuted in 1997 and since then about 250 have been built. Over the years, the 37 has been updated and modified, but it rides on the same proven hull design. "It's kind of like what Hunt has done," says Knowles. "Molds for some of the Hunt designs have been around since the 1980s, because they still work."

The Targa 37 has key characteristics of an adventure boat, including full walkaround side decks. "It's a safety feature that's important to these owners because they don't typically run with many people on board," says Knowles. "They need to be able to get out on deck to handle lines or pick up a mooring ball, and they're willing to sacrifice volume inside the cabin for that safety and convenience." The 37 also comes with pilothouse doors and a reverse windshield to reduce glare.

Performance is another important feature of an adventure boat, mostly because the typical owner is a full-time professional who wants to go balls to the wall all weekend. Speed and the ability to run in rough weather are prized, because owners have a tight window for go time. When powered by twin diesel 440-hp Volvo Penta D6 DPI sterndrives, the 37 will cruise near 31 knots and top out at 43 knots. The most efficient cruising speed is 23.5 knots, where range is 406 nautical miles.

The semi-custom boat can be set up with a second helm station on the flybridge. And in the cabin, the boat can be ordered with two staterooms and two heads to accommodate up to five passengers. That makes this a serious cruising platform, and that's reflected in the price—about $900,000 for a boat that's nicely done up with options like teak interiors. "It's a striking thing," says Knowles. "I think it says the company is building an interior for the person who is into boating for the long term." —*Jeanne Craig*

1ST EUROPEAN ON WATER BOAT SHOW
CANNES
YACHTING
FESTIVAL
12 › 17
SEPT.
2023
www.cannesyachtingfestival.com
RX
FÉDÉRATION DES INDUSTRIES NAUTIQUES
IGY VIEUX-PORT DE CANNES
PORT PIERRE CANTO
© Design & Graphisme © abracadabra Studio.com

Fleming 55

Illustration by Jim Ewing

The first Fleming to arrive in the U.S. was offloaded from a freighter in Long Beach, California, during November 1986. It was a 50-footer, built in the same hull mold as the Fleming 55. A dam had been inserted in the mold to shorten her because at the time it was believed a couple could not operate a boat over 50 feet.

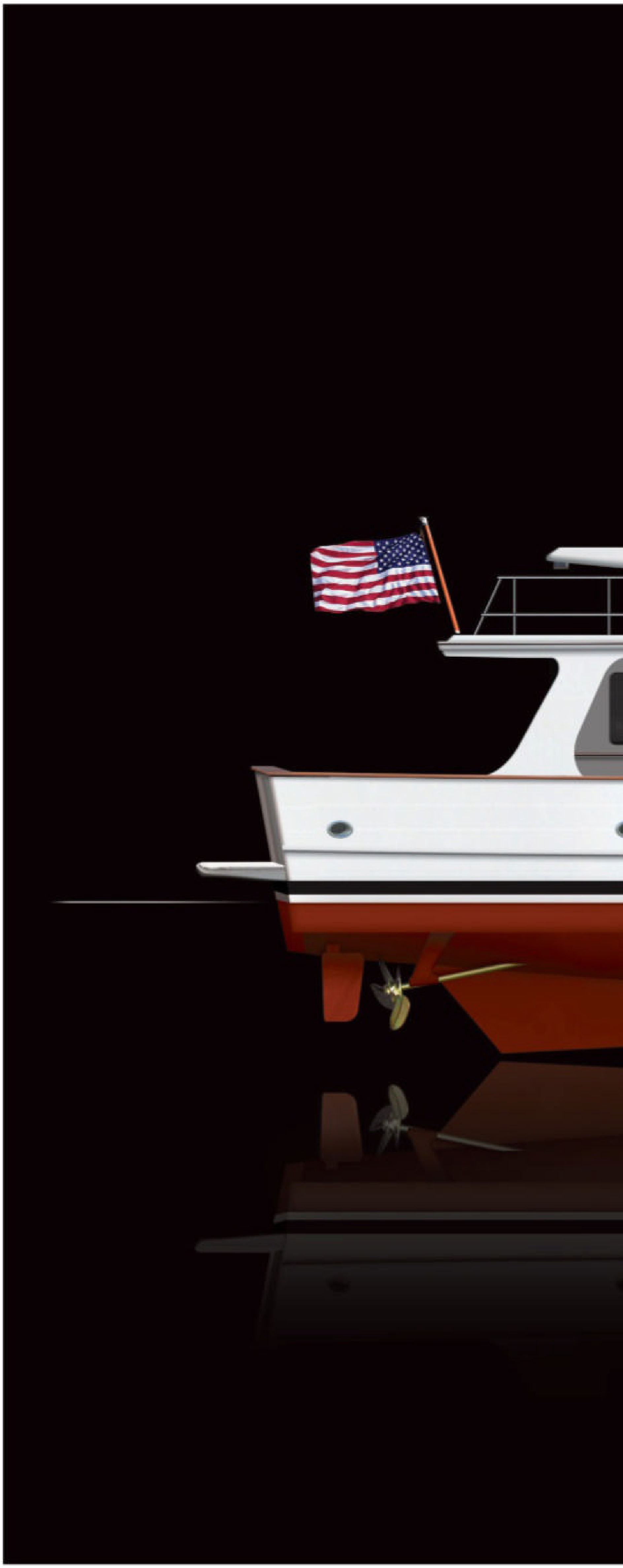
Manufactured in the Tung Hwa shipyard in Taiwan, the Fleming 55 was the brainchild of Tony Fleming, a trained aeronautical engineer and a former technical director for American Marine, the maker of Grand Banks trawlers. With nearly 25 years of boatbuilding experience in the Far East, Fleming wanted to build the ultimate open-water cruising yacht for a couple with occasional guests. The design was a semi-displacement hull with a high, flared bow to cope with tall waves, a long keel that would protect the running gear from grounding, and a low center of gravity to optimize comfort underway.

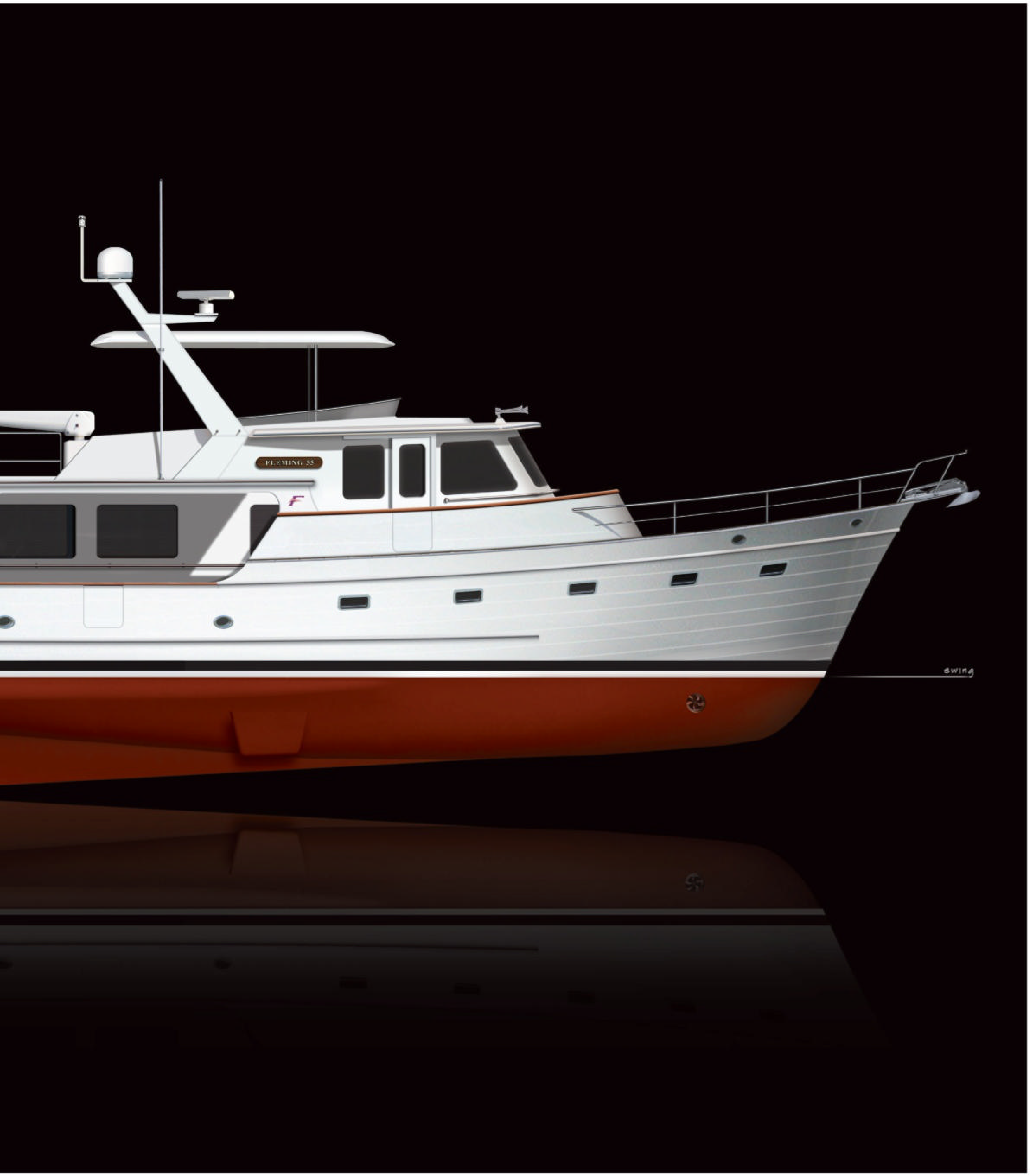
The dam in the mold was soon ditched and subsequent Fleming 55s became 60 feet, 9 inches LOA (including bow pulpit and swim platform). Her fine entry at the stem progressed to rounded bilge sections and then to hard chines and a modified deep-V deadrise angle at the transom. With a beam of 16 feet, a draft of 5 feet and a fully loaded displacement of 80,178 pounds, the 55 had enough volume to provide comfortable living spaces, carry 1,000 gallons of fuel for long-range cruising, and mount twin diesel engines for efficiency and reliability.

Other noteworthy features were a Portuguese bridge, a raised and enclosed pilothouse helm, a flybridge helm, a boat deck to keep the dinghy off the transom, and wide side decks with deep bulwarks for safety.

Over the years, Fleming continuously refined the 55’s materials and equipment while never changing the classic look and purpose-designed features. Since 1986, thousands of large and small tweaks have been made to the 55, an approach that has burnished the company’s reputation among serious distance-cruising owners.

Fleming eventually moved onto one of his boats to travel the world. He turned operations over to two of his trusted underlings while continually sending them ideas to refine the company’s boats. He never wavered from making the best boat money could buy, even in the face of competition that would build to a lower price. It’s hard to argue with the company’s success. The next Fleming 55 hull, number 275, is a testament to one of the most successful production yachts in history, and to the man and the concept that started it all on paper in 1985. —*John Wooldridge*




FLEMING 55
ewing

READERS' CHOICE AWARDS
SOUNDINGS
2023

TOP DOCK AND DINES

Where are the best places to tie up the boat for a bite to eat after a great day on the water? To find out, we asked the readers of *Soundings* to cast their votes for their favorite restaurants. Here's where you like to bring the crew for a tasty meal, a salty vibe and a relaxing view

BY KIM KAVIN

R36
FOOD and DRINK

Red36 in Mystic, Connecticut

NEW ENGLAND REGION

BALLARD'S

NEW SHOREHAM, RI

Ballard's dates back to 1956 and is popular for live music and local seafood alike. Its restaurant and beach are near the Block Island Ferry, which means the location draws day-trippers as well as recreational boaters who visit the island for a couple days or a week. Ballard's Marina has Mediterranean-style floating docks and takes reservations, with services that include ice, showers and laundry. And the food is satisfying: Ballard's took top prize at the 2019 Block Island Maritime Institute ChowdaFest. Look for that chowder on the menu, along with locally sourced oysters, lobster, fish and clams.

DIMILLO'S

PORTLAND, ME

DiMillo's is in the heart of Portland's Old Port, a scenic district on Casco Bay with cobblestone streets and brick buildings whose working shops have been converted into charming boutiques, eateries, breweries and more. DiMillo's has long been a cornerstone name here—the waterfront restaurant has been known for its lobster dinners since the mid-1960s. Today, DiMillo's offers lobsters steamed, baked, fried, sauteed, on a roll, as a club-style sandwich, or blended with mac 'n' cheese. Cruisers can stay for a week and try them all while the boat is serviced; DiMillo's offers priority service as the home of Maine's largest Travelift.

DIAMOND'S EDGE RESTAURANT & MARINA

PORTLAND, ME

One of the best things about Maine's Great Diamond Island is that no cars are allowed. Ferries and private boats are the choice for transportation here, along with bicycles and golf carts. Diamond's Edge Restaurant & Marina has 43 slips for boats up to about 110 feet length overall. There's a market for provisioning prepared foods, wine and beer (including picnic lunches), as well as the restaurant, where cruisers can head ashore to eat with a view of the water. Fresh catch is on the menu, along with Maine lobster and crab ravioli with a truffle-scented scampi sauce.

SCALES

PORTLAND, ME

Commercial Street in Portland has been on the National Register of Historic Places since 1974. In 2008, it was named one of America's Top 10 Great Streets by the American Planning Association, which said: "Commercial Street remains just as important to the city and its waterfront today as it was when first built more than 150 years ago." Amid that historic landscape is Scales, part of a family of restaurants and bakeries in Portland. Scales is a haven for lovers of fresh seafood and fish, with a raw bar and unique appetizers such as fried-squid-and-cherry poppers, and smoked bluefish pâté. The dining room is in a big warehouse with 150 seats and a huge bar for first-come first-serve. But even so, reservations are strongly recommended at this popular spot. If you have to wait, order one of the martinis.

RED 36

MYSTIC, CT

Our readers like this restaurant equally for the food and the location. It's based at Noank Shipyard and Seaport Marine—one of the oldest marinas in the southeastern part of Connecticut. Situated at the mouth of the Mystic River, it draws boaters traveling to and from Block Island, Fishers Island, Newport and Long Island. When the weather is warm, the crew can sit on the deck that faces the river and order some of the house specialties, which include fried oysters, fritters, lobster rolls, clam flatbread and cheddar mac 'n' cheese. If you're still hungry after dinner,the blueberry crumble can satisfy a sweet tooth. There are options for a nice after-dinner walk, too, including the nearby Mystic Seaport Museum and historic Mystic Drawbridge.

RIGHT: ALLEGRA ANDERSON

LOBSTER LANDING
LOBSTER LANDING
Clinton, CT

EDITORS' CHOICE

LOBSTER LANDING, CLINTON, CT

A number of *Soundings* staffers grew up near the southeastern corner of Connecticut, where Lobster Landing was a part of the shoreline culture. Located on Long Island Sound in a salty shack with outdoor seating, the restaurant is laid-back, family-friendly and no fuss. The menu is simple, but the choices will satisfy a summer appetite, with staples like lobster rolls, hot dogs and sweet Italian sausage. If you don't see something you want on the menu (sides and sips, for instance), the owner Enea Bacci (pictured here) will encourage you to bring your own.

Chesapeake Inn at
Chesapeake City,
Maryland

NEW ENGLAND REGION

TOP OVERALL

Ford's Lobster Restaurant, Noank, CT
Red 36, Mystic, CT
Abbot's, Noank, CT
Chart Room, Cataumet, MA
The Oar New Shoreham, RI

TOP FAMILY RESTAURANT

Ballards, New Shoreham, RI
Ford's Lobster Restaurant, Noank, CT
DiMillo's, Portland, ME
Belle's Café, Newport, RI
Back Eddy, Westport MA

TOP LOCATION FOR DATE NIGHT

22 Bowen's, Newport, RI
The Moorings, Newport, RI
Fresh Salt Restaurant, Saybrook Point Resort,
Old Saybrook, CT
Diamond's Edge Restaurant and Marina, Portland, ME
Red 36, Mystic, CT

TOP LOCATION BASED ON QUALITY OF FOOD

Ford's Lobster Restaurant, Noank, CT
Rowayton Seafood, Norwalk, CT
Royal River Grill House, Yarmouth, ME
Scales, Portland, ME
Dog Watch Café, Stonington, CT

TOP LOCATION FOR LOCATION

The Moorings, Newport, RI
Dead Eye Dicks, New Shoreham, RI
Chart Room, Cataumet, MA
DiMillo's, Portland ME
Nazbar at the NASWA Resort, Laconia, NH

BELLE'S CAFÉ

NEWPORT, RI

Some boaters call it Newport's best-kept secret, because it's somewhat secluded as it sits in the heart of Safe Harbor Newport Shipyard, where there's more than 3,500 linear feet of dock space for yachts up to 300 feet. Belle's offers indoor and outdoor dining, plus takeout if you want to grab and go. It's a great place for breakfast or lunch, with Eggs Benedict, pancakes, lobster rolls and clam chowder headlining the menu. While devouring your meal, take in the sights at one of the most impressive shipyards in the Northeast, where more than a few really beautiful boats are berthed.

22 BOWEN'S GRILLE

NEWPORT, RI

This waterfront steakhouse is open year-round and draws locals and tourists. While signature dishes are on the pricey side, 22 Bowen's does deliver great service and a good wine list. Regular patrons recommend the garden salad, mashed potatoes, Delmonico steak and filet mignon. Floor-to-ceiling windows allow for big views of the wharf in downtown Newport. There's plenty to do after dinner, as many shops and docks are just outside the door. The Newport Sailing Museum is also a short walk from the restaurant.

ROWAYTON SEAFOOD

NORWALK, CT

There aren't many slips at this casually elegant restaurant on a slim stretch of the Five Mile River, but if you can reserve one, the effort will pay off with a satisfying meal and some of the prettiest views in Connecticut's Fairfield County. Dining rooms inside and out are often full and on summer weekends, the bar can be tough to get to, but service is good and the seafood is fresh.The Hamachi crudo, popcorn shrimp, porcini crusted yellowfin tuna and lobster roll are highlights on the menu. For dessert, there are local ice creams and sorbets from Longford's. After the meal, take a walk down the street to the Rowayton Historical Society and get a quick lesson in the town's maritime history.

CHESAPEAKE INN

MID-ATLANTIC REGION

PUSSER'S

ANNAPOLIS, MD

Compromise Street in Annapolis runs right along the Annapolis Yacht Basin to the Annapolis Yacht Club. Just next to Schooner Woodwind Sailing Cruises, boaters can find Pusser's Caribbean Grille, connected to the Annapolis Waterfront Hotel (but separately operated). The restaurant has indoor and outdoor seating, along with a shop that sells shirts, hats and more that are reminiscent of the Pusser's in the British Virgin Islands. The drinks menu includes the famous Painkiller that can be found in the BVI, made with Pusser's rum and served in a souvenir tin mug, along with Pusser's Rum Punch that combines mango, pineapple and more.

THE COVE

GLEN COVE, NY

Glen Cove is surrounded by water on three sides, which means the waterfront is integral to the city's history and present-day life. The city was built up over the years by some of the most famous names in American business history, including J.P. Morgan, the Pratts of Standard Oil fame, and the Woolworth family. The Cove Restaurant & Oyster Bar is right on Glen Cove Creek, near the Safe Harbor Glen Cove marina. It's casual by day and a nice spot from which to watch the sunset. Once the sun goes, the atmosphere is still relaxed but a bit more dressed up. There's a busy outdoor bar and DJ. Signature dishes include whole fish and pastas such as seafood spaghetti, which is served with octopus, shrimp, clams, Calabrian chili and white wine.

CANTLER'S RIVERSIDE INN

ANNAPOLIS, MD

On the tip of land between Mill Creek and Martin's Cove is Cantler's Riverside Inn—tagline, "where the watermen gather." The restaurant offers free dockage on a first-come, first-serve basis for boaters who want to dine with folks who take Maryland blue crabs seriously. The team at Cantler's says that a bushel will feed from 10 to 12 people, and that the proper way to refrigerate crab vegetable soup is in pint or quart containers, but never by the whole pot with a lid. Blue crabs are priced daily by the dozen, or may be ordered by the half dozen or by the crab.

CHESAPEAKE INN RESTAURANT & MARINA

CHESAPEAKE CITY, MD

This dock-and-dine is technically in Chesapeake City, but it's practically on the Delaware border, on Back Creek off the Elk River. The marina allows daily or overnight stays and has a water taxi to collect boaters who anchor out in the basin. There are lunch, dinner, brunch and deck menus, along with a sushi menu for those brave enough to try the Flaming Chesapeake roll (cream cheese, spicy crab stick, crabmeat, jalapenos, spicy mayo, eel sauce and sriracha). Live music is often part of the fun here, with different bands performing during daytime and nighttime hours.

THE TIDES INN

IRVINGTON, VA

Irvington is a town of about 430 souls on the Rappahannock River in Lancaster County. Its best-known attraction is the Steamboat Era Museum, which preserves the history of steamboats on Chesapeake Bay. Not far from there is The Tides Inn, which is part of a waterfront resort that has a marina with 27 slips for daily or overnight transients. A resident ecologist on the property introduces guests to Eastern oysters, which are on the menu at the property's waterfront Chesapeake Restaurant and Terrace. A sizable wine list is available to enhance any visit for brunch, lunch or dinner.

SHOWFISH

MONTAUK, NY

Few places on New York's Long Island are as synonymous with boating as Montauk, whose location at the far east end of the island makes it a natural jumping-off point for bluewater fishing excursions as well as jaunts to Martha's Vineyard and Nantucket. Showfish is the flagship restaurant at Safe Harbor Montauk Yacht Club, which has more than 200 slips that can accommodate boats and yachts up to about 300 feet long. The menu is based on daily wild catch and ingredients from local farms, with presentations that are intended to make memories on any date-night outing.

HARBOR SHACK

ROCK HALL, MD

Rock Hall, which dates to 1706, is on Maryland's Eastern Shore in the region that watermen of the Chesapeake Bay have called home for generations. The restaurant has open-air as well as air-conditioned seating, and brings in live bands and disc jockeys on the weekends. The food is a mix of burgers, seafood and seasonal fare—lots of them fan-favorite recipes for a fun night out on the town with a group.

THE ISLAND HIDEAWAY

SOLOMONS, MD

Solomons is at the mouth of the Patuxent River, where there are several marinas that accept transient boaters. The Island Hideaway is on Back Creek, right near the Solomons Island Yacht Club. Its approachable, but upscale, with indoor and outdoor dining that overlooks the water. The menu includes local seafood favorites such as cream of crab soup, but also lists homemade pastas and meat-lover entrees like pork chops. Consider a post-dinner espresso or chocolate martini for dessert.

MID-ATLANTIC REGION

TOP OVERALL

Claudio's Waterfront, Greenport, NY
Waterman's Crab House, Rock Hall, MD
Lobster House, Cape May, NJ
Pusser's, Annapolis, MD
The Cove, Glen Cove, NY

TOP FAMILY RESTAURANT

Cantler's, Annapolis, MD
Harbor Shack, Rock Hall, MD
Chesapeake Inn, Chesapeake City, MD
Schaefer's Canal House, Chesapeake City, MD
The Clam Bar at Bridge Marina, Bayville, NY

TOP LOCATION FOR DATE NIGHT

The Tides Inn, Irvington, VA
Cantler's, Annapolis, MD
The Oar Steak and Seafood Grill, Patchogue, NY
The Cove, Glen Cove, NY
Showfish, Montauk, NY

TOP LOCATION BASED ON QUALITY OF FOOD

Lobster House, Cape May, NJ
The Cove, Glen Cove, NY
Claudio's Waterfront, Greenport, NY
Harbor Shack, Rock Hall, MD
Crab Claw, St. Michaels, MD

BEST LOCATION FOR LOCATION

Blue Iguana, Sea Cliff, NY
The Island Hideaway, Solomons, MD
Claudio's Waterfront, Greenport, NY
Canal Café, Hampton Bays, NY
The Oar, Patchogue, NY

The Dining Room at Little Palm Island Resort & Spa

SOUTHEAST REGION

COINJOCK MARINA

COINJOCK, NC

Coinjock Marina is at Mile Marker 50 on the Intracoastal Waterway. It's a popular stop among snowbirds who are cruising either north-to-south or south-to-north along the Eastern Seaboard. With a mean water clearance of 12 feet, a fuel dock and maintenance services, the marina welcomes all manner of transient boats. The property's restaurant has a mix of seafood and other dishes but is arguably best known for its 32-ounce "captain's cut" of bone-in prime rib. (The "mate's cut" is 14 to 16 ounces.) Diners who want to mix things up can order the surf and turf with shrimp, crab cake or oysters.

LORELEI RESTAURANT AND CABANA BAR

ISLAMORADA, FL

Breakfast, lunch and dinner are served at Lorelei off Mile Marker 82 in the Florida Keys, where there are dinner specials, kids' menus and waterfront views to keep members of the whole family happy. Live music is performed every night starting at sunset, with one of the local bands throwing in some magic tricks to spice up the performances. Shareable dishes include tuna nachos, bacon-wrapped shrimp and fried chicken wings, with entrees for meat lovers, seafood eaters and vegans alike. For dessert, the locals' favorite key lime pie is available either traditional-style or frozen with mango sauce, in addition to the whipped cream.

SHOOTERS WATERFRONT

FORT LAUDERDALE, FL

There's no shortage of great waterfront dining in Fort Lauderdale—the yachting capital of the U.S.—and Shooters Waterfront has been making the list since it opened in 1982. The Fort Lauderdale Water Taxi stops here from 10 a.m. to 10 p.m. daily, and carry-out is available for boaters who want to take their lunch or dinner back to the cockpit and dine on board. There are menus for kids, happy hour and even dogs, who can enjoy canine-friendly versions of Ocean Reef Turkey, Boca Chica Chicken or Bahia Beef. Gift cards are available to purchase for fellow boaters.

SHRIMPER'S GRILL AND RAW BAR

STUART, FL

The street address for Shrimper's is Stuart, but the restaurant is in the enclave of Port Salerno, amid a gaggle of restaurants overlooking Manatee Pocket off the St. Lucie River. There's a small-plate fee for cooking any catch you bring in, and the menu offers grouper done several ways, including served crunchy as part of a Reuben sandwich. A sunset menu is available daily from 4 to 6 p.m. with shrimp specials as well as reasonably priced entrees such as catch of the day and fried clam strips. Happy-hour specials at the bar are from 3 to 6 p.m., Monday through Friday.

BLACKFINS AT CAPT. HIRAMS

SEBASTIAN, FL

Sebastian is located at the spot where the St. Sebastian and Indian rivers meet, about halfway between Cape Canaveral and Fort Pierce. The Pelican Island National Wildlife Refuge is here,

Captain Hirams in Sebastian, Florida

SOUTHEAST REGION

TOP OVERALL IN REGION

Coinjock Marina, Coinjock, NC
Cabbage Key, Pineland, FL
Lorelei Restaurant and Cabana Bar, Islamorada, FL
Shooters, Fort Lauderdale, Florida.
Coconuts, Fort Lauderdale, FL and
Barefoot Resort Marina Bar and Grill, North Myrtle Beach, SC

TOP FAMILY RESTAURANT IN REGION

Coinjock Marina, Coinjock, NC
Lorelei, Islamorada, FL
Shrimper's Bar and Raw Grille, Stuart, FL
Two George's, Boynton Beach, FL
Capt. Hirams Resort, Sebastian, FL

TOP LOCATION FOR DATE NIGHT

15th St. Fisheries, Fort Lauderdale, FL
Kaluz, Fort Lauderdale, FL
Lorelei, Islamorada, FL
Boathouse at the Riverside, Ft. Lauderdale
The Boatyard, Fort Lauderdale, FL

TOP LOCATION BASED ON QUALITY OF FOOD

Little Palm Island Resort, Little Torch Key, FL
Prime Catch, Boynton Beach, FL
Southport Bar, Fort Lauderdale, FL
Coconuts, Fort Lauderdale, FL
Kaluz, Fort Lauderdale, FL

BEST LOCATION FOR LOCATION

Barefoot Resort Marina Bar and Grill, North Myrtle Beach, SC
Alabama Jacks, Key Largo, FL
Guanabanas, Jupiter, FL
Gilberts, Key Largo, FL
Bokampers, Fort Lauderdale, FL

offering more than 5,400 acres with a 3-mile loop trail, along with shorter trails for birdwatching and the like. Capt. Hirams is a resort with a marina where boaters can tie up to explore the whole area, and it's home to Blackfins Riverfront Grill, which serves breakfast, lunch and dinner seven days a week. The main menu includes a raw bar, salads, sandwiches, seafood, pasta, platters and steak, along with daily fish specials.

15TH ST. FISHERIES

FORT LAUDERDALE, FL

Lauderdale Marina is one of the top locations on the entire East Coast for service and repairs aboard boats and yachts of all sizes. Located right on the property is 15th St. Fisheries, with upstairs and dockside seating that both include expansive views of the water and boats all around. Upstairs has more of a charming, classic, nautical vibe, while downstairs tends to be popping with live music and action. Entrees served upstairs include King Crab Legs and Korean Barbeque Seabass, while the downstairs menu has a mix that includes burgers, fish tacos and a fried-gator appetizer.

LITTLE PALM ISLAND RESORT & SPA

LITTLE TORCH KEY, FL

Little Torch Key is an island in the lower Florida Keys, between Big Pine Key and Middle Torch Key. It's home to an exclusive adults-only private island resort, Little Palm Island, where crushed seashell paths wind through lush tropical foliage. The Dining Room at Little Palm Island Resort & Spa strives to be "refined island casual," with collared shirts and sundresses among the requested attire for dinner. Reservations are required, and guests of the resort receive priority seating. Private dining can be arranged on the white-sand beach.

GUANABANAS

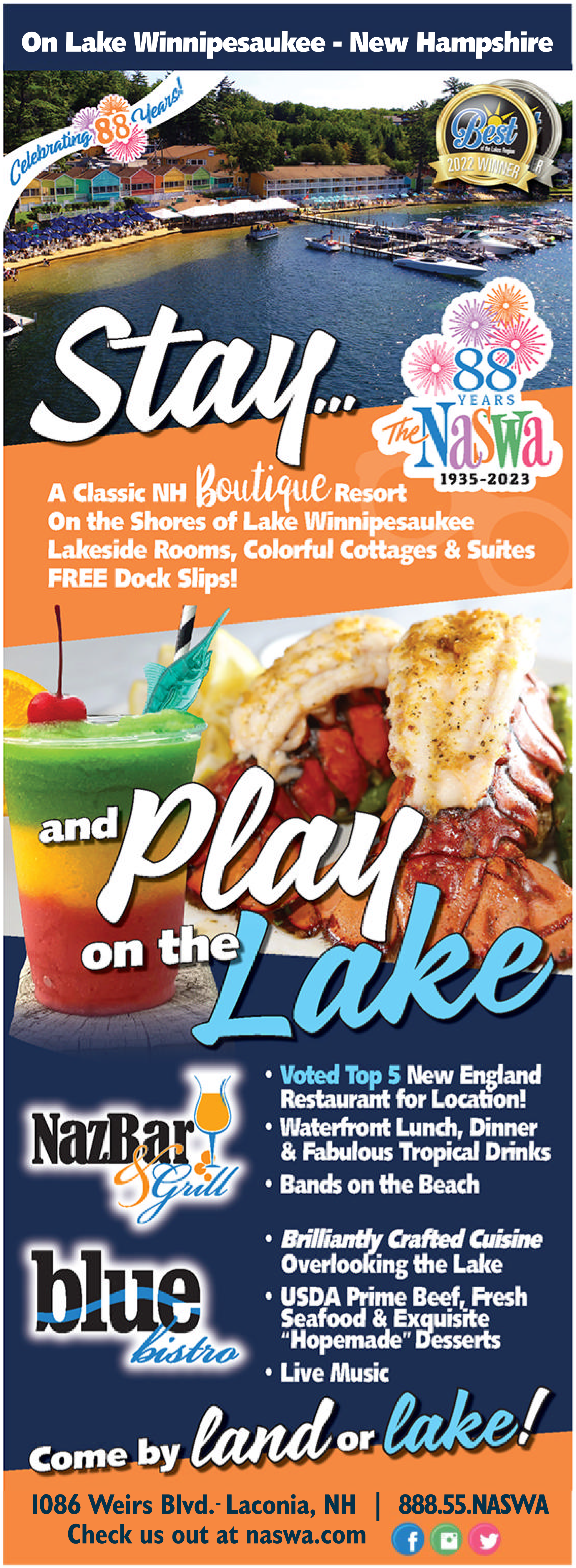
JUPITER, FL

Jupiter is the northernmost town in Florida's Palm Beach County, with an inlet that's well-known to boaters who cruise along the Southeast coast. Guanabanas got its start near there as a sandwich shop back in 2004 and has grown into a spot where locals and tourists alike stop in for food, drinks and live music. Adirondack chairs along the waterfront are a popular spot to find a view of the boats, while the open-air bar has more than a half-dozen signature cocktails along with margaritas, tequila and more. The kitchen cooks up salads, sandwiches, seafood, steak, chicken and other traditional favorites.

EDITORS CHOICE

SALT WHARF, CAMDEN ME

If you're cruising Midcoast Maine this summer, make a reservation at Salt Wharf, a newer restaurant in Camden Harbor at the Lyman-Morse marina. We tried to eat there twice last summer but failed to score a table. On the third try, we were treated to an incredible view, great service and excellent food. The Wagyu Steak Tartare scored a 10 and the Yellowfin Tuna Tabbouleh proved to be just as good. Camden as a cruising destination rarely fails to disappoint, and neither will this restaurant.


Celebrating 88 Years!
Best of the Lakes Region
2022 WINNER
88 YEARS
The Naswa
1935-2023

On Lake Winnipesaukee - New Hampshire

Stay...

A Classic NH Boutique Resort
On the Shores of Lake Winnipesaukee
Lakeside Rooms, Colorful Cottages & Suites
FREE Dock Slips!

and Play on the Lake

NazBar & Grill

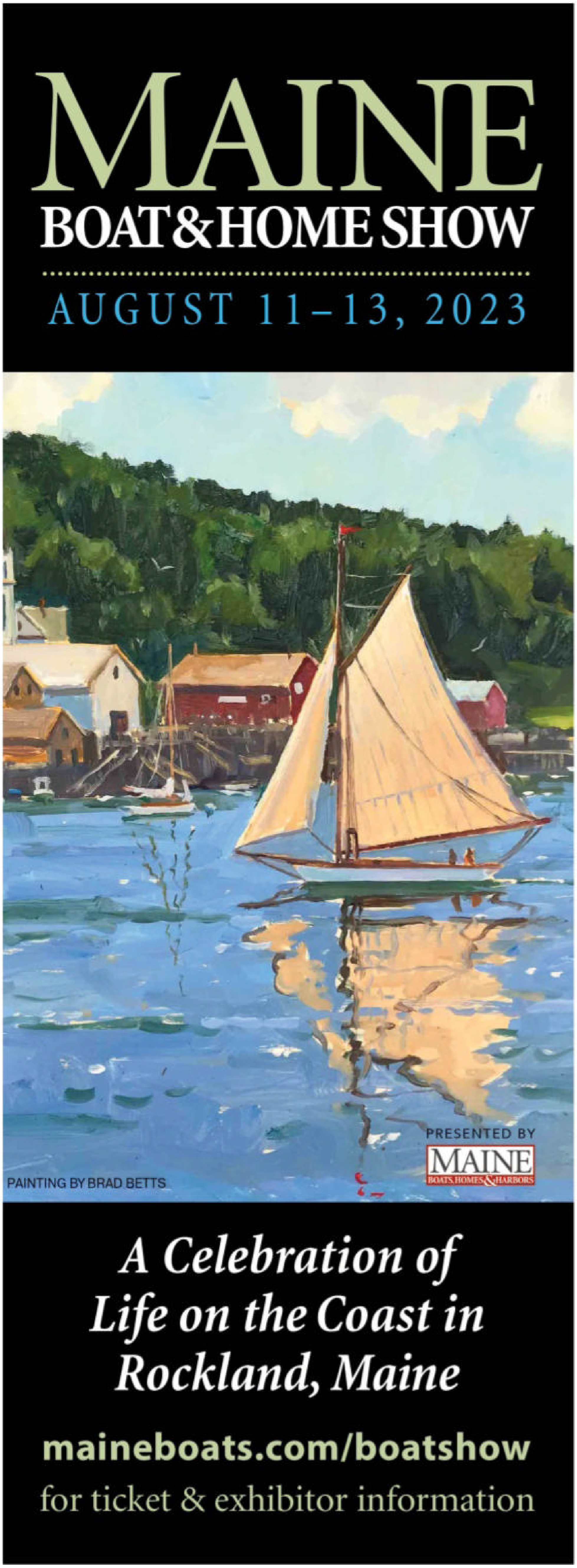
- Voted Top 5 New England Restaurant for Location!
- Waterfront Lunch, Dinner & Fabulous Tropical Drinks
- Bands on the Beach

blue bistro

- *Brilliantly Crafted Cuisine* Overlooking the Lake
- USDA Prime Beef, Fresh Seafood & Exquisite "Hopemade" Desserts
- Live Music

Come by land or lake!

1086 Weirs Blvd.- Laconia, NH | 888.55.NASWA
Check us out at naswa.com


PAINTING BY BRAD BETTS
PRESENTED BY
MAINE
BOATS, HOMES & HARBORS

MAINE
BOAT & HOME SHOW

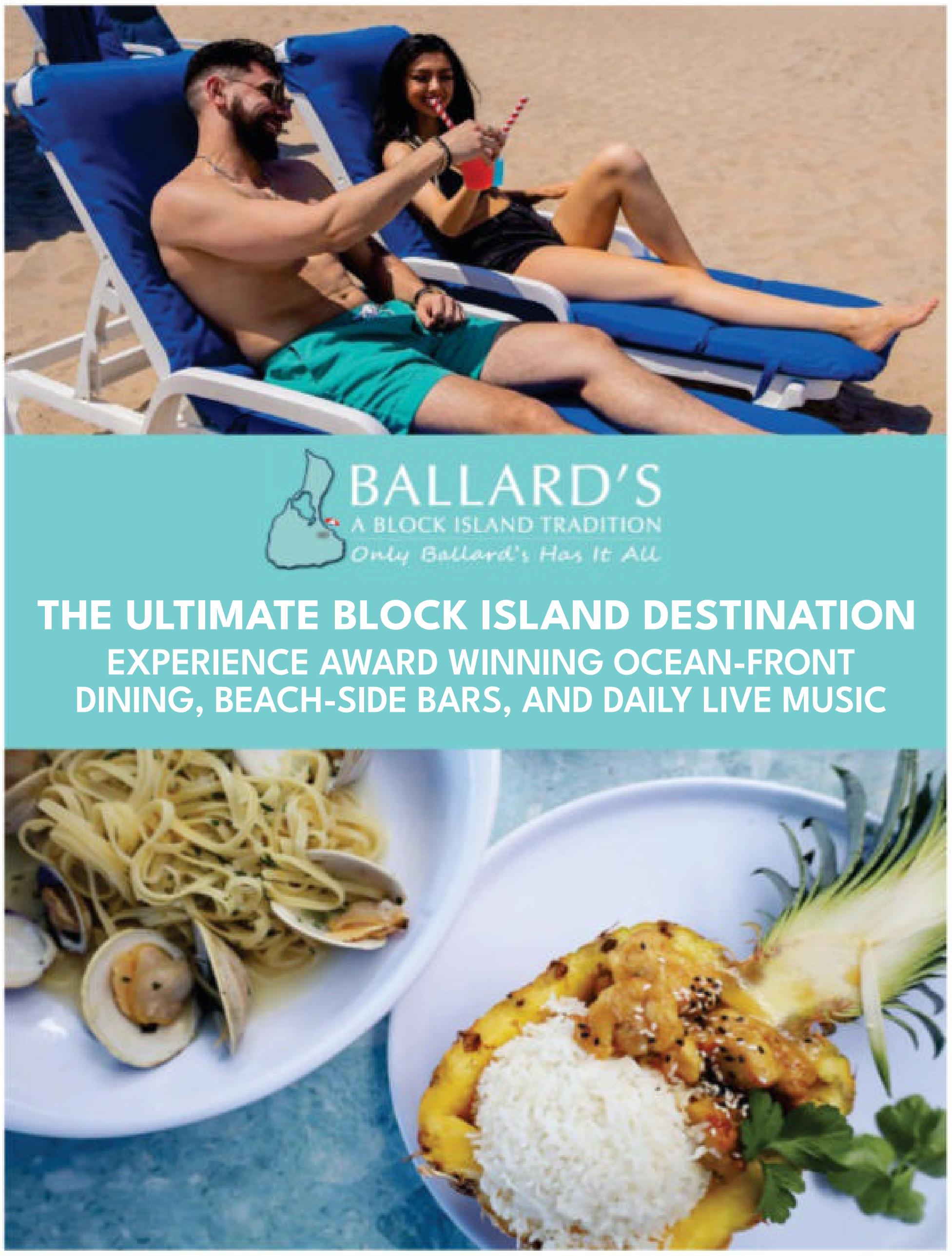
AUGUST 11–13, 2023

A Celebration of Life on the Coast in Rockland, Maine

maineboats.com/boatshow
for ticket & exhibitor information

19 · · 78
ROWAYTON SEAFOOD
5 mile river

SALT WHARF
RESTAURANT · ROOFTOP BAR
Camden, Maine
EXPERTLY EXECUTED CUISINE, ROOFTOP BAR AND BREATHTAKING SCENERY, DOCKSIDE AT LYMAN-MORSE IN CAMDEN, MAINE
207-230-8025 · WWW.SALTWHARF.COM


BALLARD'S
A BLOCK ISLAND TRADITION
Only Ballard's Has It All
THE ULTIMATE BLOCK ISLAND DESTINATION
EXPERIENCE AWARD WINNING OCEAN-FRONT DINING, BEACH-SIDE BARS, AND DAILY LIVE MUSIC

SET YOUR COMPASS FOR HISTORIC

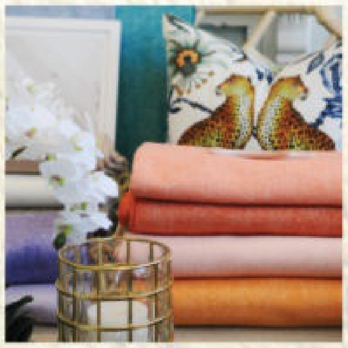
STONINGTON BOROUGH

CONNECTICUT

www.STONINGTONBOROUGHCT.com

With sheltered waters and a beautiful harbor, Stonington Borough is rich in history and loaded with charm. You'll find great restaurants, quaint shops, galleries, museums, and classic New England architecture.

MAGGIE LEE DESIGNS
135 Water St. (717) 569-6500
www.maggieleedesigns.com
Heirloom-quality jewelry
inspired by the sea.

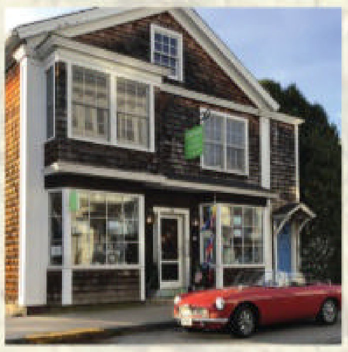


Wm. COLE
862 Stonington Rd. (860) 495-2033
www.wm-cole.com
Fine home décor and gifts.

GLAZE HANDMADE
530 Stonington Rd. (860) 415-9396
www.glazehandmade.com
Functional hand-crafted pottery.
Artist-owned and operated.

YALI STONINGTON
www.yalistonington.com
Beautiful textiles and home decor.
Hand-crafted, organic Turkish linens.
Kaftans, beach towels, and more.

GRAND & WATER ANTIQUES
135 Water St. (860) 535-2624
www.grandandwater.com
Antiques with a modern twist.



GRACE YOUR HOME
114 Water St. (860) 540-4401
www.graceyourhome.com
Décor and more
for ship and shore.

DOG WATCH CAFÉ
194 Water St. (860) 415-4510
www.dogwatchcafe.com
Casual American cuisine, stunning
harbor views. Indoor/outdoor seating.

NOAH'S RESTAURANT
113 Water St. (860) 535-3925
www.noahsfinefood.com
Scratch cooking since 1979.
Breakfast, lunch, and dinner.

WATER STREET CAFÉ
143 Water St. (860) 535-2122
www.waterstcafe.com
Fresh local seafood and produce
from local and organic farmers.

COVE LEDGE BEER, WINE AND SPIRITS
147 Water St. (860) 980-6069
www.coveledgeliquors.com
Top-shelf liquor, craft beer,
and world-class wine.

heirloom-quality
jewelry

W41°20'09"N
E
S71°54'21"

inspired
by the sea

This summer, set your compass for the small coastal village of Stonington, CT. With sheltered waters and a beautiful harbor, it's rich in history and loaded with charm. You'll find great restaurants, quaint shops, and the working studio and gallery of Maggie Lee Designs. There, she creates heirloom-quality pieces in sterling silver, karat golds, and platinum. *Inspired by the sea; inspired by you.*

Stonington, CT / Lancaster, PA

Capturing Your
PASSION
MaggieLee designs

Phone (717) 569-6500
Email info@MaggieLeeDesigns.com
Web www.MaggieLeeDesigns.com
Instagram @maggieleedesigns

For more information on Stonington Borough, visit www.StoningtonBoroughCT.com

THE SAME, BUT DIFFERENT

WITH A NEW DIRECTOR, THE CARPENTER'S BOAT SHOP CONTINUES TO BUILD BOATS, NURTURE LIVES AND HELP OTHERS

STORY AND PHOTOGRAPHY BY PIM VAN HEMMEN

To understand the Carpenter's Boat Shop, you have to know the story of its founders, Bobby and Ruth Ives.

In Maine, there are at least five wooden boatbuilding schools, but the Carpenter's Boat Shop is different. It was created in 1979 by Bobby and his wife, Ruth, to help people find peace and purpose through boatbuilding. As Bobby describes it, the Carpenter's Boat Shop teaches boatbuilding while also giving people a chance "to think, to live without fear, to love without reserve, and willingly work for the benefit of others."

For Bobby, the idea of creating a place for people who were seeking a path in life—spiritual orphans of a sort—was sparked in the 1960s when he was an undergraduate student at Bowdoin College. He'd been orphaned as a teenager and the idea of building something with others appealed to him because he had received so much help from others.

The notion to live and work communally was reinforced in the early 1970s when he was studying for a masters in the history of religion at the University of Edinburgh. Bobby was interested in ecumenical church history and as a Quaker he was inspired by the Quakers. But in Scotland he learned about the Brethren of the Common Life, a Roman Catholic religious community founded in the Netherlands that espoused work, worship, prayer, hospitality and service to others on a daily basis. Bobby thought it made sense to live every day with that type of meaning and purpose. In Scotland, he also met Ruth, who shared his feelings. After marrying in 1973 they set out to find a place where they could live according to those principles.

Back in the States, the born-and-bred Mainers moved to Monhegan Island where Ruth taught in a one-room schoolhouse and Bobby assisted. They arrived on a Thursday, and when the local church's 92-year-old matriarch learned Bobby had studied religion, she quickly approached him to become their minister. Bobby's grandmother had become Maine's first ordained female minister in 1929, his father had been a minister and two brothers were ministers, but Bobby was not interested in the ministry. He explained that to the church elder. She told him to give it a try. That Sunday, Bobby gave his first sermon. As the church elder left the church, she told him, "You'll do."

When Ruth's teaching term ran out after two years, the Iveses set out to execute their shared vision—to build a place where they and others could live and

Opening spread: Apprentices bend a plank onto a Monhegan skiff; Marina Ford sands a chine. *Above:* Bobby Ives (center) works with local residents to template a plank for a Matinicus peapod.

work together, and help people who were in transition and needed a year off from their lives. They bought a house and a barn on a 5-acre property on Louds Island in Muscongus Bay, where they became the only year-round residents. Without a store, a flush toilet or running water on the island, they created "a learning laboratory for life." They dug a vegetable garden, clammed, made lobster traps and fixed boats.

Bobby knew boats and had grown up sailing. As a 9-year-old he'd built his first boat with his father from an article in *Boy's Life* magazine, but on Louds Island he truly learned boatbuilding from a Norwegian immigrant named Edward Salor, who summered there. Salor taught Bobby the tricks of the trade and also became a father figure to him. They only used hand tools. "He would even rip the planks by hand," Bobby says. Not that they had a choice, because there was no electricity on the island. But even when they later got a table saw, Salor refused to use it. "[Hand tools] are some of the things I learned to appreciate [from him]," Bobby says.

Every Saturday, the Iveses would row the peapod Bobby had built across Muscongus Sound to buy groceries in Round Pond. They would sleep at Ruth's parents' place, and on Sunday Bobby would preach at a church in Sheepscot. Then they'd row back to Louds. When the sound was frozen, Ruth would sit on the bow to smash the ice while Bobby rowed. "In two years, we only missed three sermons," Bobby says.

When the island turned out to be too remote to execute their vision, they bought a small property on the mainland in Bristol with a house, a barn and a garage and set up the Carpenter's Boat Shop. Bobby, Ruth, their 18-month-old daughter Hilda and Rex, a 16-year-old local boy who'd been abandoned by his father, were the first Boat Shop residents. When Ruth and Bobby took Rex in, he became the shop's first apprentice. He lived and worked with them until he graduated from high school. Bobby felt Rex would be better served if he got away from the area for a while, so he guided him toward the U.S. Coast Guard. Rex was the first of many to find his way through the Carpenter's Boat Shop. He would become the boatman for President George H.W. Bush at his estate in Kennebunkport and make the Coast Guard his career.

Within three months there were five apprentices, all of whom lived in the house with the couple and their kids. "Basically, it was a socialist community," Bobby says. "We shared life in common." The garage was converted into summer living quarters for Salor and his wife, Edith, so he could teach alongside Bobby. For the next eight years, until old age prevented Edward from doing it anymore, he and Bobby were the only instructors.

The house was too small—the Iveses young kids were sleeping in a closet and a hallway—so in 1980 they turned the barn into a dormitory with five bedrooms and two bathrooms. It would be one of many buildings to be restored or built to grow the Carpenter's Boat Shop.

Every year, a new batch of apprentices would show up and everybody would work together—growing food, adding more buildings, helping others and building and restoring boats. Whenever a new boat was launched, all the builders would get inside it. "If you build a boat you have to test it," Bobby says. "If it floats you pass, if it sinks, you fail. It's the only grade you ever get."

At first, the apprentices were mostly males, but by 1983 they'd gone co-ed. In 1990 they added a 24- by 40-foot barn that included a guest room upstairs. It served as a non-denominational chapel, a place to dry lumber and to hold public functions like apprentice weddings. The year after, they built a temporary shed for a 32-foot Crocker they were restoring, which eventually became a restoration shop. Years later, when that became too small, they added a new wing for machinery, and subsequently added another extension for boat storage.

There was no tuition to become an apprentice and everything, including food and shelter, was supplied. All the labor between 8 a.m. and 4 p.m. was shared, as were the proceeds. For the first 10 or 11 years, 85 percent of the income came from boatbuilding and repair. To earn extra money, everyone was free to take on side work, whether building a boat, a house or a baby cradle. "We were socialists by day," Bobby says, "and capitalists by night."

Apprenticeships were never advertised. Word of mouth always brought new arrivals who started at the end of summer and stayed through the end of spring. Classes grew to eight people per year, then 10. They lived simply and communally, built and sold Nutshell prams, Catspaw dinghies, Matinicus peapods and Monhegan skiffs, refit and restored clients' boats and immersed themselves in a contemplative life.

OUTWARD
BOUND

Left: On the second floor of the boat shop, two apprentices sew a leather on an oar. *Above:* Executive Director Alicia Witham checks the restoration of the pulling boat while taking a phone call.

In 1999, neighbors Bobby and Polly Crook offered to sell their 150-acre farm for well below market value. The Boat Shop teamed up with two local land preservation groups, raised the necessary capital and split the property. The Boat Shop picked up 10 acres and all the buildings, and the land preservation groups gained 140 acres that included 1.5 miles of river frontage.

Once again, the Boat Shop's residents, with the annual assistance of a Presbyterian church group from Basking Ridge, New Jersey, set to work. They restored the farmhouse and expanded it from three bedrooms to eight. When the barn was beyond fixing, they cleaned it out, took it down, sold the old hickory posts and beams, and hired Amish carpenters to raise a new three-story, post-and beam framework. They finished the barn off themselves and turned it into a boat shop with a library, lofting floor, machine shop and paint room.

In 2006, Ruth passed away from brain cancer, and in 2011 Bobby resigned as director. His replacement, Kim Hoare, had first come to the boat shop in 1985 with the Basking Ridge church youth group. Like Bobby, she had a divinity background that included a master's degree from Yale University. She threw herself into the work while Bobby returned to his alma mater to become Bowdoin's first director of religious and spiritual life. Hoare was devoted to the boat shop, but filling Bobby's shoes was an enormous job. After about seven years she left. While a hiring committee searched for a permanent director, interim directors tried to fill the gap.

In 2021, the board hired Alicia Witham, who came with three decades of maritime, educational and leadership experience. Born and raised in Maine, she had been a manager at the Hurricane Island Outward Bound School where she spent hundreds of days a year at sea in the school's 30-foot pulling boats, rowing, sailing and sleeping out in the open with nine other individuals. She also held a 50-ton master's license, studied boatbuilding at the Landing School, worked as the manager at the Olympic Circle Sailing Club in Berkeley, California, served as COO at the Northwest Maritime Center in Port Townsend, Washington, and was the director of adult programs and charters for SailMaine in Portland.

Since taking over, Witham has introduced new initiatives. Because the pandemic made face-to-face workshops and lectures difficult, she created a monthly virtual speaker series. All of the Zoom

THE CARPENTER'S BOAT SHOP

Above: Apprentices test the watertightness of one of their builds. *Right:* Alicia Witham (left) and Program Director Chelsea Fisher cross the Carpenter's Boat Shop's campus

lectures—so far given by a local oyster farmer, an artist, an environmental activist, author and sailor Nigel Calder, and boatbuilders—have brought in an audience from around the country.

Witham has also returned the apprentice program to its longer format. (For a stretch, the Carpenter's Boat Shop had abandoned Bobby's 9-month program in favor of two four-month sessions per year.) Classes will now start in the spring and run through the end of the fall.

The summer weather will allow Witham to take the apprentices on two 10-day expedition sailing trips. Those trips will include 3-day island solos, where the apprentices camp alone on an island while fending for themselves. The expedition sailing will give them team-building experience, seamanship skills and boat-handling opportunities. Hurricane Island donated one of its 30-foot sprit-rigged pulling boats and this summer Witham and Program Director Chelsea Fisher will take apprentices out to explore the Maine coast, sleeping aboard the open boat. The solo concept is a feature that Witham knows well from her Outward Bound days. "Three nights on an island gives you the opportunity to be self-reliant," Witham says. "And leaving cellphones behind while working with peers on a foggy, windless day to move a boat will create opportunities for growth."

Other new initiatives are an artist-in-residence program, collaborations with the local YMCA and enhanced service in the community, including doing maintenance work with the Maine Island Trail Association. "It's not just about the apprentice program," Witham says. "We are so much more than that." She's pleased that local residents are coming in to learn how to build boats and to see women in the workshops using the tools. "It's multigenerational," she says. "It's about the connections and about learning together."

Witham may not have the divinity background of her predecessors, but Chris Leighton, who was a member of the search committee that hired her, praises Witham for bringing new ideas to the boat shop. "Alicia deserves a lot of credit for expanding the scope of the boat shop, especially the increased focus on seamanship. She's put the boat shop back on an even keel," he says.

During the fifth week of the 2023 apprentice session, the new apprentices, many of whom have never woodworked, were already well along to completing their first Monhegan skiff. "You can work out a lot of issues sanding," says Marina Ford. "It's [like] meditating." Ford is from Rochester, New York, but she came to the Boat Shop after spending years in Brooklyn, New York, where she worked as a cook, a fish monger and oyster shucker. She found the cost and the psychological aspect of living in a city too much. "I had friends in Portland, and I found the Carpenter's Boat Shop online randomly," she says. She doesn't miss Brooklyn (only the pizza) and she loves living in rural Maine. "The accessibility to the outdoors is shocking in a good way. The days are structured, but I have access to everything."

Another apprentice, Lily Morgan of Portland, Oregon, was trained as an arborist and came to the Boat Shop because she wanted to work with wood. "I like to collect skillsets and to go out in the world and pull them out when I need them," she says, "I wasn't necessarily passionate about boats but it's growing. To know how wood moves at this stage is interesting."

In the first weeks of the program, the apprentices had already learned how to build a wooden toolbox and a shaker chair. "I was not handy," Ford says. "I couldn't hang up a shelf." Meanwhile, the apprentices have already restored and refitted boats, fairing, priming and painting. "It's so interesting to see boats and how they lived at sea," Morgan says.

Even though it's been only five weeks, Ford says living communally is already having an impact on the apprentices. "Everybody lives here, so we fix each other's brains," she says laughing. "I think it has a lot to do with the environment."

Apprentice Brian Keuneke had previous experience with boats. He spent the past 8 years as a professional sailor aboard windjammers, but then underwent a life change that required a new direction. "I had a kid," the 38-year-old says. "I can't go on wild adventures anymore, so I'm looking for something more stable." He grew up in Oregon but lived in Washington state, where he sailed tall ships on Puget Sound. He moved to Maine six years ago. "This is a mecca for traditional wooden boats," he says. "In Washington you got a stipend. In Maine, you sail for profit and there are more opportunities."

Keuneke's boating experience is a bonus for the other apprentices. During the daily 10 a.m. tea break he shows the them how to tie bowlines and other knots. He adds that he's enjoying his Carpenter's Boat Shop experience. "It's magical to say the least," he says. "I'm obsessed with boats. I'm on this gorgeous peninsula, surrounded by beautiful people, and there's unlimited coffee."

Apprentices learn how to build boats from the paid instructors, but Bobby also volunteers as a boatbuilding instructor, teaching local residents to build a Matinicus peapod in the restoration shop. The lines for the peapod were taken off the boat that Bobby and Ruth used in the 1970s, which now rests beneath the Carpenter's Boat Shop sign in the middle of the campus. Bobby guides the volunteers through the construction. When a volunteer planes the wrong side of a board, Bobby is non-plussed. "You never learn anything by doing it right," he says. "You learn by doing it wrong."

Everyone is happy to have Bobby back on campus, and the apprentices consider themselves fortunate to spend time with him, but he doesn't like the focus to be on him. It's not his way. He wants the focus to be on Witham.

Witham now lives in the director's house that the Boat Shop purchased in 2011 and where Bobby lived with his second wife for the last six months of his directorship. She shares the house with her partner Annie and their dog, Hobie, a 6-year-old terrier-whippet mix who joins Witham at the campus every day. She spends her days running the shop much as Bobby did at the end of his tenure, managing the budget, raising funds, expanding the shop's reach and giving the apprentices and volunteers the opportunity to acquire the skills to build beautiful and reliable vessels.

"My entire career has led me here," she says. "So much of what I'm passionate about is right here under this roof called the Carpenter's Boat Shop." Ⓢ

Top: xx

SCREW THE STATUS QUO

Can Sharrow Marine's innovative propeller design turn boat performance on its head?

By Adam Cove

For almost a century the boat propeller hasn't changed much. Since the screw propeller was developed in the early 1830s, the basic design has consisted of a central hub with multiple blades. There have been advances in engineering, but there have not been any new props that were practical for the recreational boating market. That is, until Greg Sharrow released the Sharrow propeller in 2021.

The Sharrow is a breakthrough of sorts. Instead of using the conventional twisted blades that are familiar to all recreational boaters, the Sharrow uses loops. Each loop starts at the forward end of the hub, flows aft and outward as it slowly changes pitch, then takes a 180-degree turn on a parallel path back to the hub, where it reattaches aft of where it started. The goal of the unconventional shape is to increase performance and efficiency. The Sharrow is not an off-the-shelf product. To optimize performance, each propeller is custom designed for a specific hull and engine combination.

Its creator, Greg Sharrow, didn't set out to make a boat propeller. Following an undergraduate program at Boston's Berklee College of Music, and while working in production, he wanted to design an ultra-quiet drone blade that could be used during live music video recordings. He succeeded in developing a quieter drone blade, but also created Sharrow Marine, where Sharrow and his team conceived their new marine propeller.

A QUICK PROP HISTORY

Today's screw propeller evolved from the screw pump, which is over 2,000 years old. The screw pump was once described by the Greek mathematician Archimedes and dates back to at least Egypt before the 3rd century BC. It may even have been used to irrigate the Hanging Gardens of Babylon around 600 BC.

When you merge the screw pump concept with the age-old technique of stern sculling—where a single oar over the transom is used in a figure-eight motion to create lift—the rough concept of a propeller begins to emerge.

The process of creating lift, for an airplane or marine propeller, has fascinated humans for millenia. To wit: The bamboo dragonfly, a toy helicopter consisting of feathers mounted to the end of a stick that flies upward when spun rapidly, dates back to 320 AD. Leonardo da Vinci was making theoretical helicopter sketches in 1480, and in 1683 the Englishman Robert Hooke foresaw that his invention to measure water current, based on the wings of a windmill, could be used for marine propulsion, with the advent of motive power. It was another Englishman, Joseph Bramah—whose greatest claim to fame is associated with the flush toilet—who in 1785 drew the first screw propeller and shaft as we know it, but never trialed it.

In the early 1800s, numerous inventors worked on the screw propeller concept. U.S. Colonel John Stevens III focused on rudimentary windmill-style propellers, a design that consisted of flat iron plates riveted to a shaft. Another early propeller attempt came from Englishman Francis Pettit Smith, who in 1836 filed a patent for a helical screw, similar to a truncated screw pump, which initially had two full turns but later that year, was reduced to one full turn. The helical screws were slow but did provide single-digit boat speeds with low-horsepower steam engines.

By 1842, the windmill-style or screw pro-

SHARROW MARINE
THE FUTURE OF PROPULSION

Top: Greg Sharrow says he was able to "avoid any preconceived notions" about prop design because he came from outside the marine industry.

peller was used on a French ship, the *Napoleon*, which was built by Augustin Normand in Le Havre and was outfitted with propellers optimized and manufactured by the Englishman John Barnes. To develop the final geometry, Barnes created a series of model tests in which the diameter, pitch, blade area and number of blades were varied. John Ericsson, a Swede who had experimented with contra-rotating earlier in the century, arrived at a similar single-propeller design after the American captain Robert Stockton invited him to the United States to design a propeller steamer.

In the decades that followed, there was a highly focused effort to experiment with multiple variables and to explore the effects of cavitation. Things like pitch, number of blades, adjustable blades, variable pitch and other factors were explored, but the basic shape of the propeller remained the same. Bear in mind that even the first adjustable pitch propellers (those that could adjust the blade pitch underway) were drawn in 1849, even though they were not regularly manufactured for ships until the 1960s.

In 1938, at a model basin in Wageningen, Netherlands, 120 propellers of varying blade count, area, pitch and thickness were tested for open-water characteristics. Known as the Wageningen B-series propellers, the resulting graphs created a starting point for naval architects to further optimize propeller performance.

Pushing past World War II and then the space race, the computer age led to the field of computational fluid dynamics, which aided the trial and error process of propeller optimization. It helped to further reduce cavitation and improve efficiency, but the screw propeller still had limitations. No major leaps forward for recreational boaters were made until Greg Sharrow recently debuted a completely new and practical design.

PERFORMANCE BENEFITS

When asked why propeller technology didn't change for so long, Sharrow credits his outsider's perspective. "I was fortunate," he says. "I believe coming from outside the marine industry allowed me to avoid any preconceived notions."

While trying to design a quieter drone propeller, Sharrow realized that airflow around the tips of conventional propellers was responsible for most of the noise. As a propeller created lift it would also create masses of whirling air. These vortices would come off the blade tips, generate their own pressure and density variations and create acoustic waves—simply put, sound.

Sharrow asked himself: How do I eliminate the tip? What would a tipless propeller look like and how would it function? The creative process that ensued led to the unique shape of the Sharrow propeller.

"By dramatically reducing or eliminating tip vortices," Sharrow says, "we can significantly reduce the noise produced by our propellers. We have discovered many other advantages for our propellers across a range of applications and fluid densities, but the original inspiration came from my desire to make a quiet drone to film classical music."

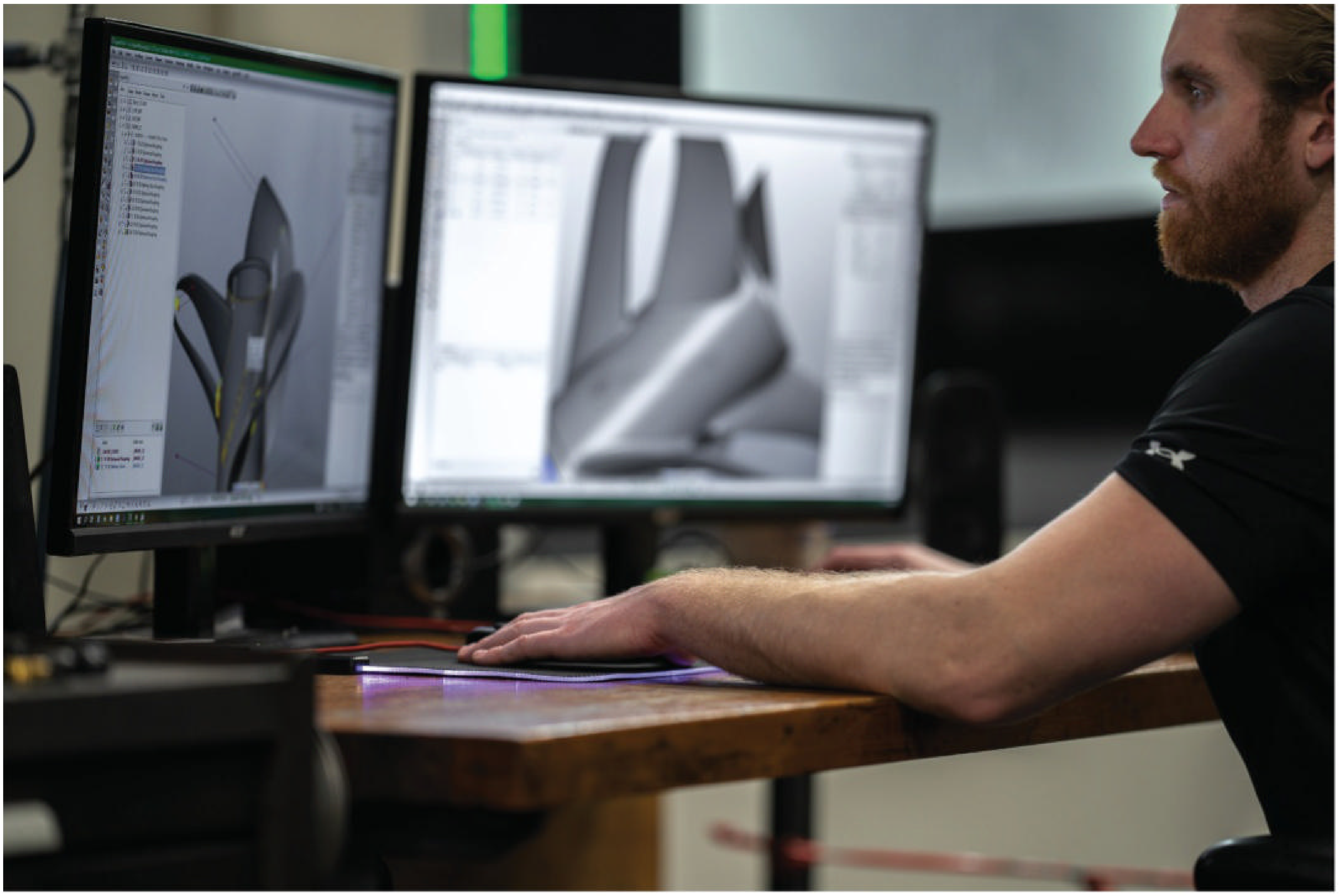
One of those other applications was marine propellers. Sharrow made 641 prototypes before he achieved performance levels that exceeded the Wageningen B-series screw tests, which are still considered an industry standard. That included 72 days of tow-tank testing at the University of Michigan's Marine Hydrodynamic Laboratory. "Every prototype test yielded a result good enough to keep taking another step forward," he says.

The physical testing allowed Sharrow and his team to establish a model for each early propeller design, which allowed for further optimizing through computational fluid dynamics. The end result was the Sharrow propeller, which targets more thrust and is more efficient across the entire speed range.

Sharrow emphasizes that there is not a single design aspect that is responsible for the propeller's performance. "By optimizing thousands of parameter sections each propeller is uniquely designed to fit a specific outboard and hull combination," he says.

Sharrow propellers aim to consume all available torque at the upper rpm limit, but company tests reveal that performance is better than traditional propellers at lower rpms as well. During one test, the company ran a Robalo R302 with Sharrow props and twin Yamaha 300s. Whereas the conventional propeller kept pace with the Sharrow until about 2000 rpm, beyond that there was a considerable deviation

MIAMI BEACH MARINA
VALVTECT MARINE FUEL
SHARROW MARINE
THE FUTURE OF PROPULSION
300
300
300



Above: The company runs computer simulations. *Right:* The curved tip, or looped geometry, of the Sharrow creates more thrust by driving more fluid between the intake and exhaust sections of the blade.

in performance. At 3000 rpm, the Sharrow produced 70 percent more boat speed (25.5 knots versus 15). The Sharrow also delivered a higher top-end speed. Fuel efficiency at mid-range cruise speed increased by up to 29 percent on the boat with the Sharrow. This pattern, says the company, has repeated itself with each new installation.

Sharrow says its propellers also provide better control when docking because the design has more thrust near the lower end of the rpm range than conventional propellers, both going ahead and astern. Sharrow says that with up to 50 percent more reverse thrust, its prop can stop a vessel faster in emergency situations and give the operator more directional control in forward and reverse. He says this is true across the entire power range.

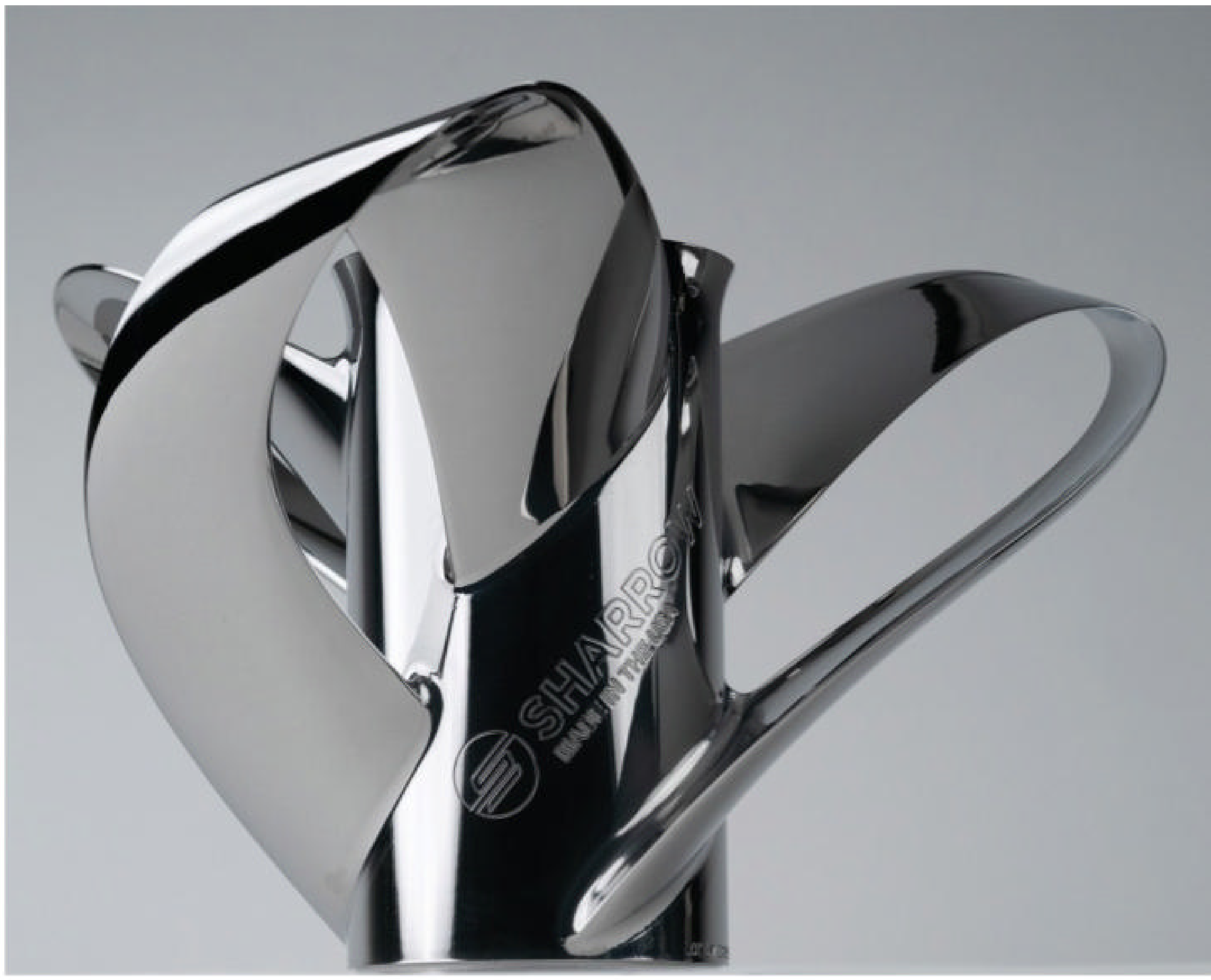
Customer reviews also seem to indicate substantial performance gains. Chris Shoupe of Voodoo VI Catamaran Tours is a boatbuilder and charter operator in the U.S. Virgin Islands. He runs his 57-foot custom power catamaran, *Voodoo*, out of St John. Efficiency translates directly to his bottom line, and improved control translates to greater safety, so Sharrow propellers were a business decision for him. *Voodoo* is powered by twin 300-hp OXE diesel outboards, chosen for maintenance simplicity in an area with limited resources. These are high-torque engines which suffer from the same problem as all outboards—a limit on propeller diameter. Shoupe says Sharrow Marine uploaded his boat's hull design and his motor specifications and ran extensive simulations to optimize the propellers.

When his outboards were originally delivered, Shoupe found that the standard 3-blade propellers suffered from high cavitation and caused the boat to handle poorly. So he ordered the Sharrow props and custom five-blade propellers. Shoupe tested both sets. At the target cruising speed of 18 knots, the conventional custom propellers achieved 0.72 mpg, versus 1.05 mpg with the Sharrows—a 46 percent improvement in fuel economy. The Sharrow propellers also hit a top speed of 22 knots, whereas the custom conventional propellers hit 18 knots. Shoupe noticed that vibration disappeared with the Sharrows, even in reverse, and that they gave great performance through the mid and high operating range while remaining quiet. He also noticed that he had more precise control while mooring and docking. "Voodoo would not be the boat that it is without Sharrow," Shoupe says.

HOW DOES IT WORK?

How does the Sharrow blade achieve better efficiency and quieter performance? Although each blade can be divided into an intake section, tip and exhaust section, each component is acting in concert with the others. However, the curved tip of the Sharrow blade (if it can even be called a tip), creates more thrust by driving more fluid between the intake and exhaust sections of the blade. The loop creates a barrier that decreases tip vortices, which results in a noticeable reduction in cavitation, something that has been shown to be true in testing. This translates to performance gains, but the reduction in cavitation also means quieter operation. Sharrow Marine's testing shows that its propellers can be up to 80 percent quieter at cruising speeds. Sharrow runs computer simulations of its designs and conventional propellers but also runs full scale tests. "Our efficiency graphs speak for themselves," he says.

While photos of Sharrow props frequently show three blades, the company says it will optimize the blade count based on the needs of the boat and motor combination, with performance always being a driver.



Most conventional propellers have a significant amount of slippage. Slippage is the difference between the ideal path through the water, known as pitch, and the actual path it takes, known as the advance rate. When a propeller is advertised as a 15x20, that second figure is the pitch and the distance the propeller should move through the water in a single turn. Propellers do not perform at an optimal rate throughout their full range. They are built to function best at a certain design point, but as they move away from that, the design is compromised. Cavitation, among other factors, prevents propellers from hitting their pitch. They especially suffer through their middle range of operation. Based on test results, Sharrow props achieve less slippage through a broader range and the lack of cavitation in their images and videos speaks to that.

Small disturbances, like marine growth, can interfere with optimal performance but Sharrow's testing has shown that disturbances affect their propellers at a similar rate as traditional propellers because they have similar blade area.

Because each propeller is unique, the Sharrow manufacturing process would not be possible without today's modern manufacturing technologies. Once a new design has been optimized for a client's boat and propulsion, a 3D printed wax positive is made to order. The wax is then used in an investment casting process (Yamaha is one such supplier) to create an oversized casting of the propeller. The casting then enters Sharrow Marine's machine shop in Detroit, where a 5-axis CNC milling machine cuts 100 percent of the propeller surface. Each propeller is then mechanically polished and shipped directly to the customer. Standard industry propellers are finished to an accuracy of 70 thousandths of an inch, but Sharrow finishes its propellers to within 1 to 2 thousandths of an inch of their CAD drawings. "We make the Sharrow Propeller in my home state of Michigan and I'm very proud of the fact that it is made in the U.S.," Sharrow says.

It is the 3D printing that allows thousands of unique designs to be put into production. Relying on conventional molds for each design would be expensive and would drastically slow down the design cycle. Currently, Sharrow Marine can go through 10 unique design cycles per day, whereas the typical propeller manufacturer might go through 3 to 6 per year. In their early days of research and development, Sharrow Marine would use aluminum to manufacture their prototypes: each propeller was CNC machined from a solid block in less than 12 hours.

Today, they use hardened stainless to create their propellers. Because the ends of the loops, or tips, are thicker than a standard propeller and since there are two connection points on the hub that provide stiffness and strength, the Sharrow blades are highly resistant to damage from strikes.

Every design—whether it is a boat, a propeller or any other component—is a compromise between functionality, performance, style and cost. In the case of the Sharrow prop, the area of compromise is cost. The dedicated level of engineering and complex manufacturing process mean that it's expensive to produce. In 2023, for most recreational vessels, one Sharrow propeller costs roughly $5,000. It is a large up-front investment. For some early adopters, performance may be enough of an argument to convert to this new technology. For others, the long-term fuel savings may offer a sensible rationale. Efficiency gains vary by boat and motor combination, but a 30 percent increase in cruising speeds seems common. A Sharrow propeller typically requires a longer lead time than a conventional propeller, but despite that, the Sharrow propeller appears to be gaining traction.

Today, the Sharrow team is focused on creating propellers for outboards that exceed the 300-hp mark. Sharrow says it's tough to equip 500-hp engines with a standard blade prop because of the diameter limitation and the available torque. "This is where our prop can really excel," Sharrow says.

Sharrow Marine has taken a unique approach. Greg Sharrow came up with a unique geometry and then leveraged modern technology to make rapid design and manufacturing possible. "No one has been dialed in to specific boat and motor combinations before," he says. We are at the dawn of a new era in prop technology, and it will be exciting to see what comes next.

Weather the Storm

Understanding forecast models and their limitations can keep you safer on the water.

By Chris Parker

At Marine Weather Center, a client recently asked why the computer model forecast predicted small seas on the windward side of Saint Martin, when what was really happening were strong winds and large seas. The answer had everything to do with how weather models are designed, how they work and how they don't.

Weather forecast models are ubiquitous for good reason: They provide precise forecasts for weather information—such as wind, waves, temperature and precipitation—that we're looking for, at precise times and locations. Or so it would seem.

Weather models have limitations, and understanding these limitations will help you better interpret their forecasts so you can stay safe on the water. Get ready to geek out on some serious meteorology stuff here.

WHAT'S A WEATHER MODEL?

Weather models break the earth down into grid boxes, with each grid box representing a specific area on earth's surface and the atmosphere above. Forecast models start by approximating the current state of the atmosphere, using recent observations from satellites, airplanes, weather balloons, buoys, airports and other land-based sources, as well as from ships at sea. If recent observations are not available, the model interpolates to "guess" an initial value for all weather parameters, in all grid boxes.

Once the model approximates the current state of the atmosphere, it performs mathematical calculations to predict the sea surface and land surface at future forecast times.

In general, the smaller the grid boxes, the better the forecast. But more grid boxes require more computing power, and even today's best supercomputers cannot generate forecasts for enough grid boxes to resolve (and accurately predict) many weather phenomena—especially

ADOBE STOCK

convective thunderstorms, tornadoes, hurricanes and other severe weather.

Also, guesses about the initial state of the atmosphere introduce uncertainties and inaccuracies at the present time, and these inaccuracies can be amplified at future forecast times. To compensate for this, many global models run "ensemble" forecasts that assume different initial states of the atmosphere. The U.S.-based Global Forecasting System (GFS) model assumes 30 of these different states. The European Centre for Medium-Range Weather Forecasts (ECMWF) assumes 50. Each then runs a set of streamlined calculations to yield, respectively, 30 or 50 different forecasts. Ensemble forecasts are typically averaged, resulting in an "ensemble mean" forecast, which can provide additional insight into what might happen if the "operational" (or primary) forecast is not correct.

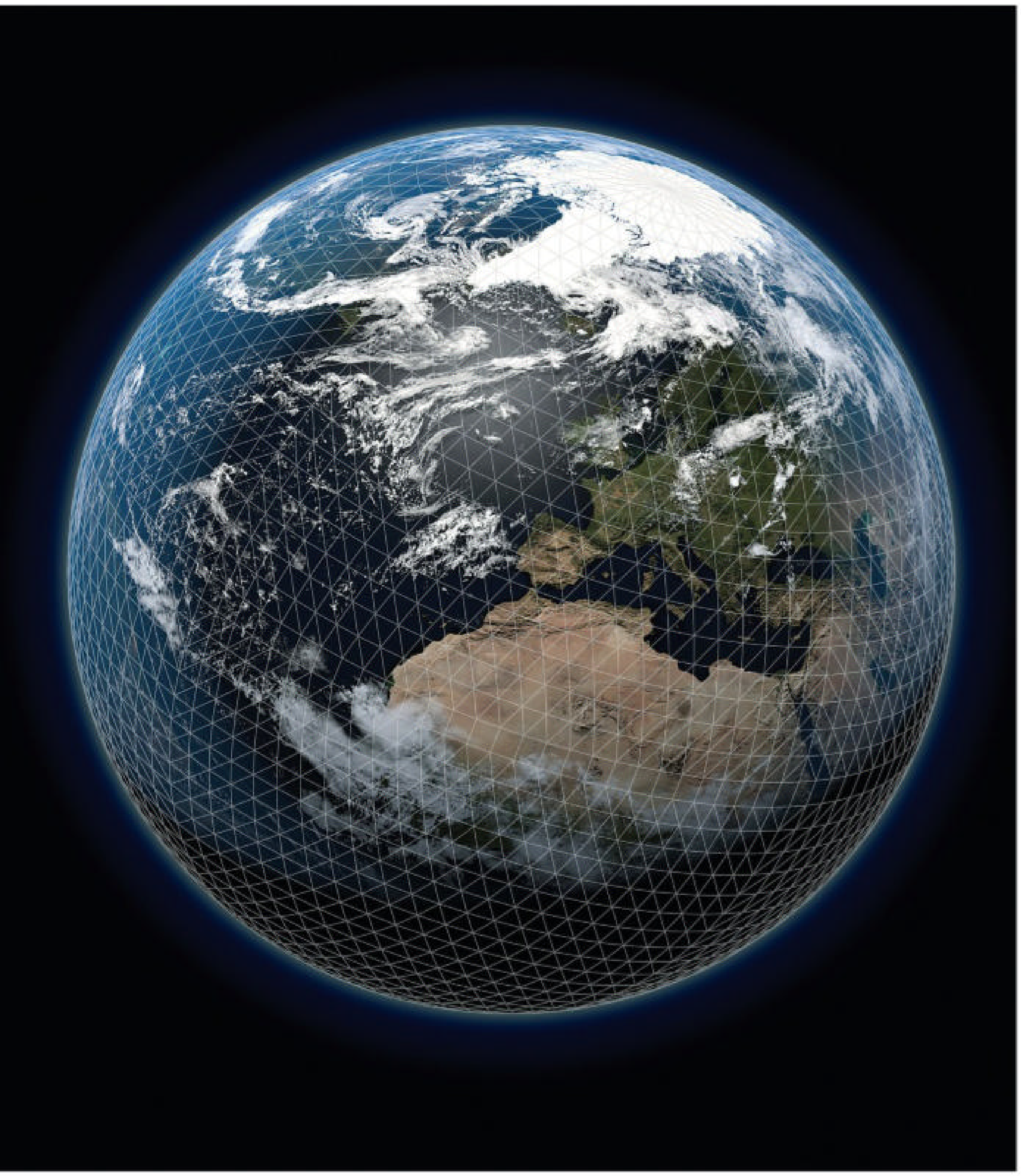
THE SPACE-TIME FACTOR

Weather is fluid—it changes over time and distance. Sometimes weather changes are subtle, gradual or linear, changing at a constant rate; sometimes changes are dramatic, sudden or at a variable rate. Weather models handle the former well. but they lack the temporal (time) and spatial (size and location) resolution to predict many dramatic or sudden changes, as well as those that occur at a variable rate.

Spatial resolutions are determined by the size of the grid boxes that output forecast data. NOAA's GFS model spatial resolution is about 13 kilometers (8 miles), so each grid box covers about 64 square miles. The European ECMWF has a finer spatial resolution of 9 km (under 6 miles)—each grid box is a bit less than 36 square miles.

In terms of time, both have a temporal resolution of one hour for short-range forecasts, out to 120 hours, or five days, for

Top: When weather approaches and you need a reliable forecast, it's best not to get caught in the "precision trap" of weather models. Precise is not always correct.



Above: The ECMWF's triangular-shaped octahedral grid is among today's best weather models.

the GFS, and 90 hours, or just under four days, for the ECMWF. That resolution drops for each as they extend to 16 days for the GFS and 10 days for the ECMWF.

In both models, there is only a single forecast for each weather parameter (wind, temperature, etc.) within each grid box, and only a single forecast for the top of each hour for each grid box.

If a weather event—such as an increase in wind speed, change in wind direction, or decrease in temperature—occurs over an area larger than the resolution of the model (one grid box), then the model has some chance of properly predicting the event.

Similarly, if such a change occurs over a period longer than one hour (within the 90 or 120 hours that the model has a fine temporal resolution), then the model has some chance of predicting the event. But often, that's not what happens in the real world.

TEMPORAL LIMITS

Let's focus on temporal resolution for a moment. If the wind increases from 10 knots at 6 a.m. to 15 knots at 7 a.m, peaks at 20 knots at exactly 8 a.m., then abates to 15 knots at 9 a.m., and 10 knots at 10 a.m., the model might provide a fairly accurate forecast. Graph 1 on the opposite page shows this, with the forecast model (blue bars) describing the actual wind (red curved line) fairly accurately, although it slightly under-forecasts increasing wind and over-forecasts decreasing wind.

But what if the wind increases from 10 knots at 6 a.m. to 12 knots at 7, then triples to 36 knots at 8:30 a.m., before settling to 14 knots at 9, and 10 knots at 10? Assuming the rate of change from 7 a.m. to 8:30 a.m. is linear, the model's 8 a.m. forecast of 28 knots could be about right at exactly 8:00 a.m. But what about at other times? Graph 2 shows that the forecast model (blue) is a poor predictor of actual wind (the red curved line), missing peak wind badly, as well as under-forecasting increasing wind and over-forecasting decreasing wind.

In these examples, we assume the forecast model predicts wind perfectly—all of the inaccuracy is due to the model's temporal resolution limitation. But if you were sailing in this weather, how would you rate the accuracy of this model? And, just imagine if we added model inaccuracy into this scenario.

SPATIAL LIMITS

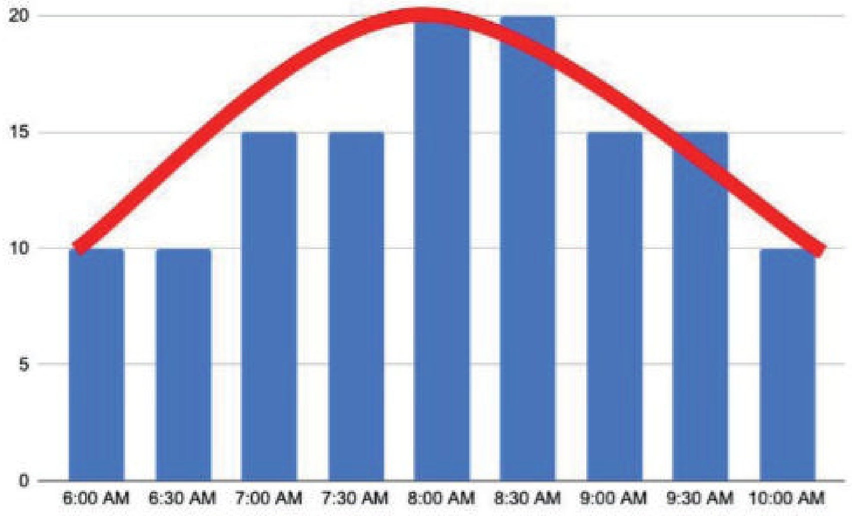
Remember that sailor who asked about the weather on the windward side in Saint Martin, where there were much higher seas and wind than the computer model predicted?

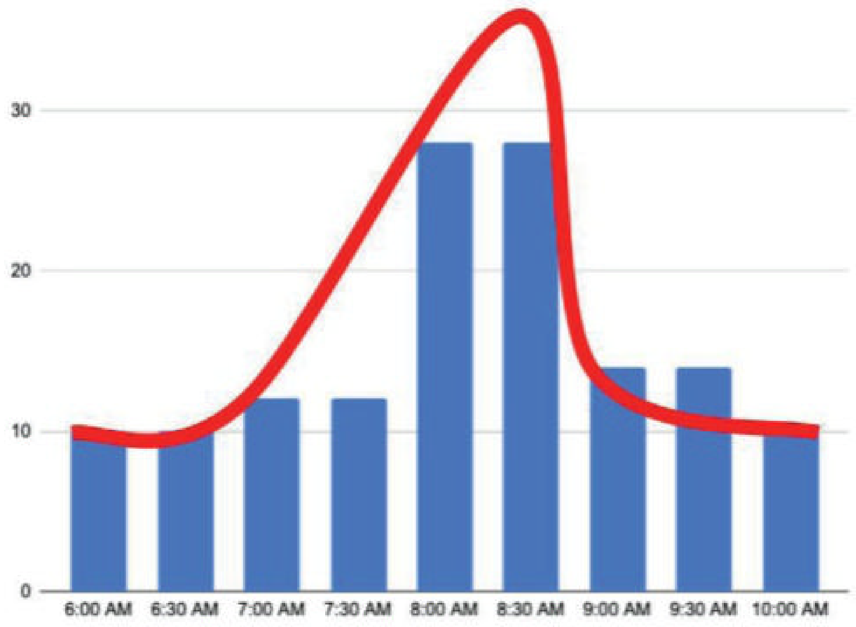
The answer is that within about 5 miles on the windward side of the island, the grid box includes protected waters where seas are small, and that's the forecast for the entire grid box. To get a better idea of actual seas on the windward side of the island, this sailor would be better off using the forecast for a bit farther from the island to ensure the entire grid box is over open waters.

Grid size and shape matter. Today's best models use different shapes; the GFS uses cubed spheres, while ECMWF uses an octahedral grid. An experimental model (MPAS) uses a hexagonal mesh. You can't assume the forecast grid box covering your area is square in shape.

Weather events occur at different scales as well. Pressure-gradient-driven wind—blowing generally from areas of higher pressure toward areas of lower pressure—occurs at a scale of hundreds or thousands of miles, is relatively uniform and linear, and persists for long periods of time. Computer models handle this sort of weather very well.

But convection—vertical motion of air due to temperature differences within the air mass—occurs at a scale of hundreds of feet to a few miles and may persist for only minutes to a couple hours. Today's global forecast models do a poor job predicting convective thunderstorms and other severe weather, in large part because they lack the spatial and temporal resolution to resolve these events.





ADDITIONAL FACTORS

Earth is big—about 500 million square kilometers. The grid boxes on our best global models (GFS, ECMWF, UKMet from the U.K. Met Office) are under 100 square kilometers in area. The GFS model predicts over 100 different weather parameters (wind, pressure, temperature, etc.) at 127 different vertical altitudes for 173 forecast times. That's more than 10 trillion forecast values.

Today's best supercomputers run these calculations in about an hour. (The GFS model runs on a pair of supercomputers which, as of late 2022, were the 49th and 50th fastest in the world. ECMWF runs on the world's fourth-fastest supercomputer.) The ECMWF estimates that in the next decade, maybe by 2030, a combination of different grid box schemes and improved supercomputing capabilities may allow 1-km resolution global models.

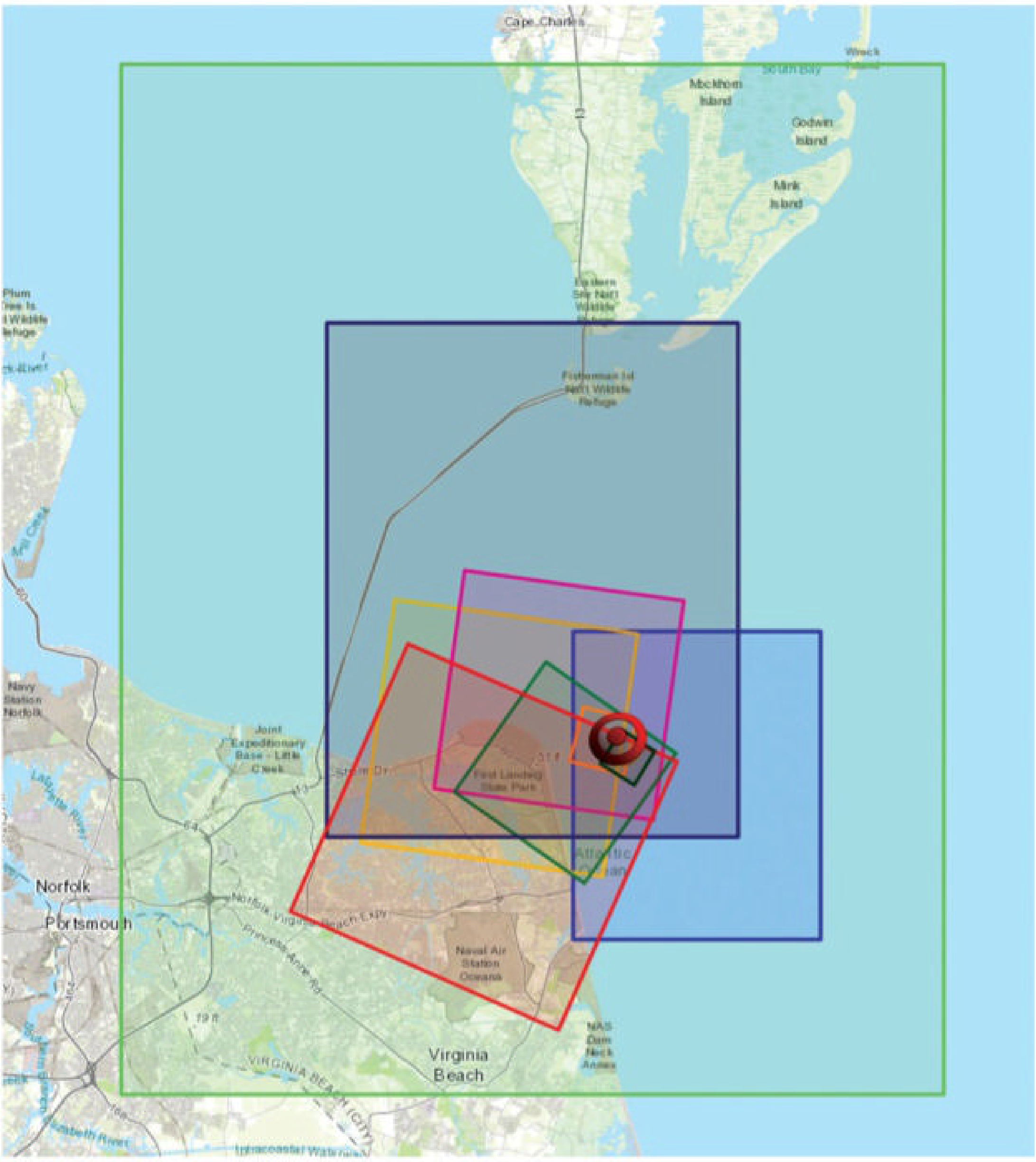
Forecast models and computing power are constantly evolving. The GFS and ECMWF undergo major revisions every few years. (In 2021, for instance, the GFS increased from 64 to 127 vertical layers.) And there are minor revisions in between. Global model spatial resolution has been doubling every few years.

In the meantime, to better predict thunderstorms and other severe weather, many government meteorology agencies generate shorter-term, higher-resolution models (in the U.S., for instance, the HRRR, NAM and a few others) that offer in some cases 1-km resolution out to about two days. Typically, these are for coastal and near-shore waters only.

Now that you understand some limitations of weather models, you should be better able to interpret their forecasts. Remember that when you query a computer model forecast, the question you typically ask is: What is the weather going to do over a continuous timeline in my location? What answer will the model give you? It could show this model's best guess about the weather in a particular geographic area, and just at specific times.

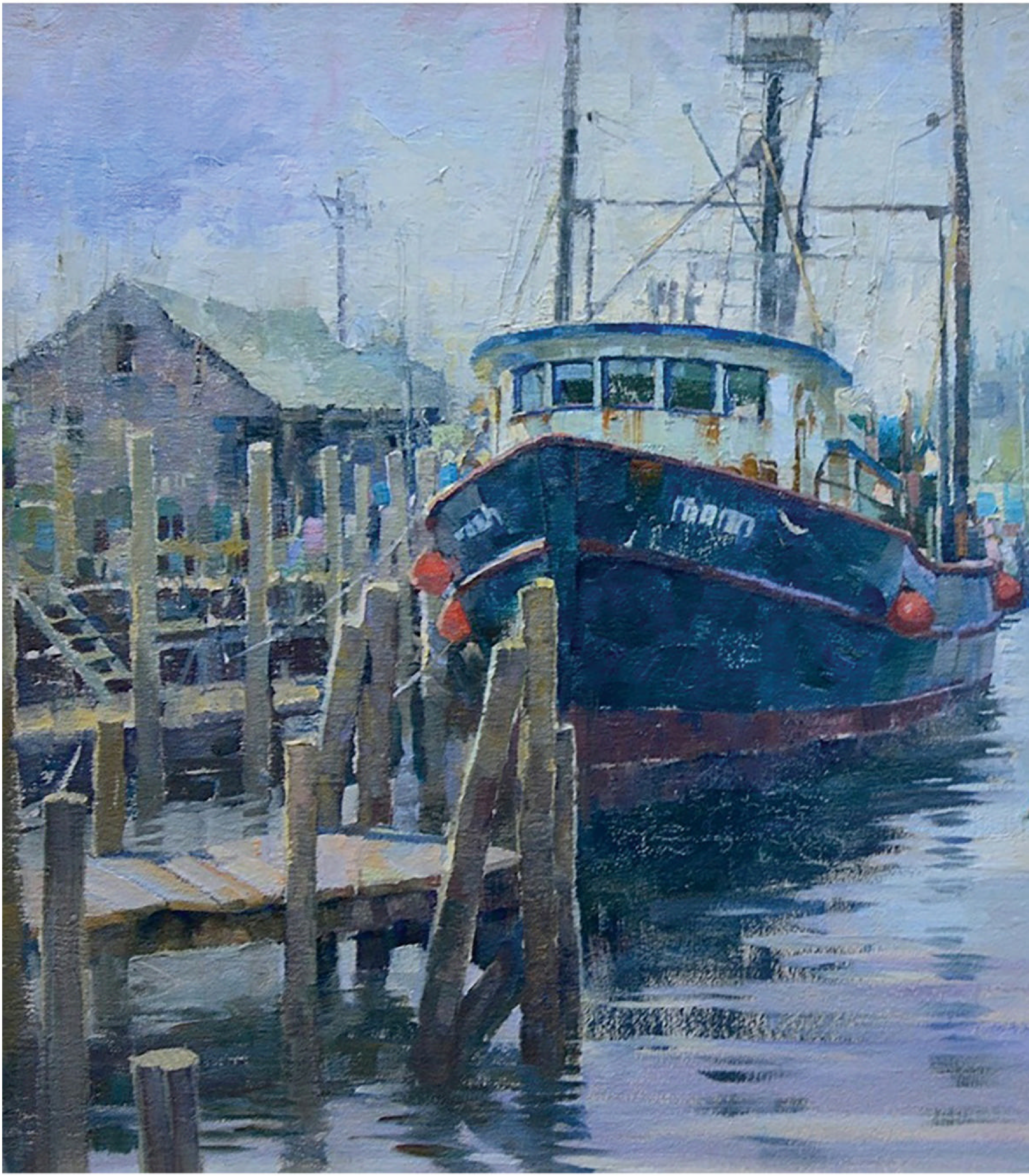
It's best not to get caught in the "precision trap." We often assume that if something is more precise, then it is more correct. Computer model forecasts are very precise, but they can be precisely wrong. I always recommend that sailors use computer model forecasts in conjunction with forecasts from your local meteorological office or a private forecasting service.

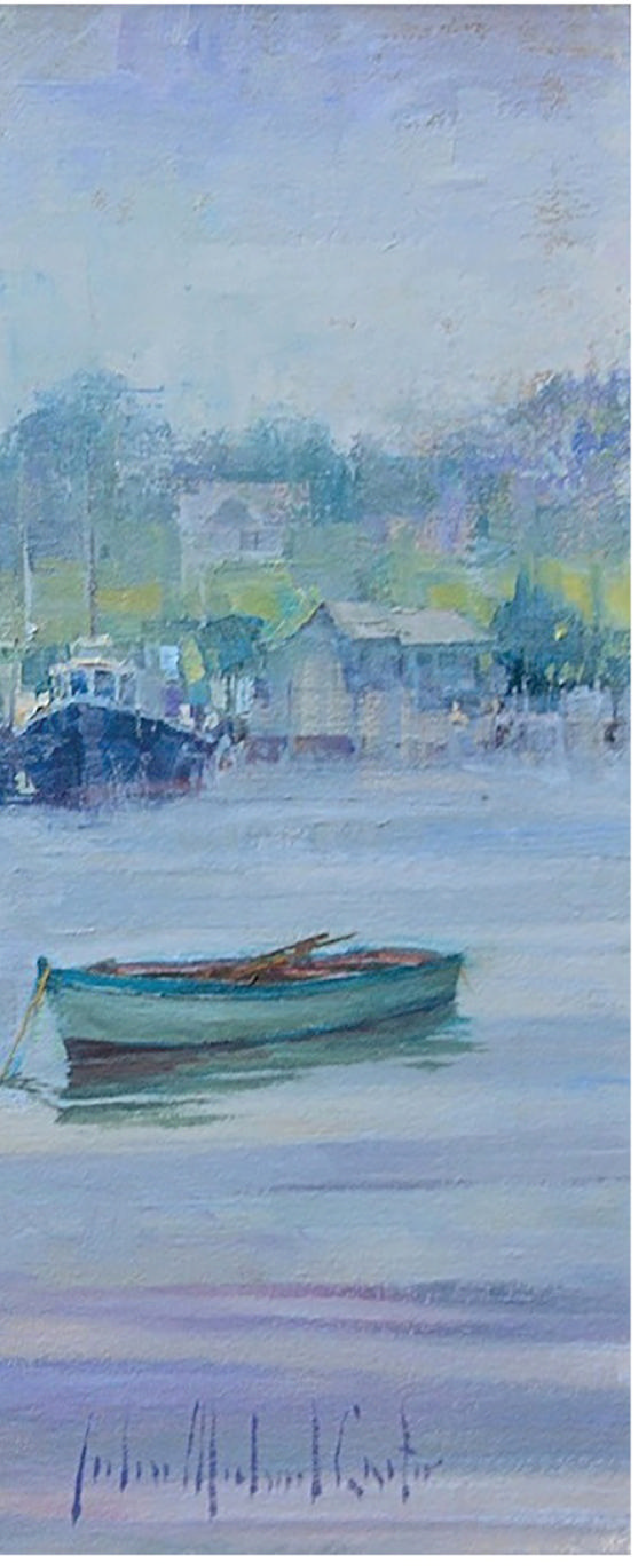
Chris Parker founded Marine Weather Center in 2010 to provide routing and forecasting services for private yachts. His story was originally published in SAIL magazine.


Cape Charles
Mockhorn Island
Godwin Island
Mink Island
Fisherman Isl Nat'l Wildlife Refuge
Navy Station Norfolk
Joint Expeditionary Base - Little Creek
Shore Dr
First Landing State Park
Atlantic Ocean
Norfolk
Portsmouth
Norfolk Virginia Beach Expy
Princess Anne Rd
Naval Air Station Oceana
NAS Dam Neck Annex
Virginia Beach
VIRGINIA BEACH (CITY)
Intracoastal Waterway

Left: Within each grid box of this weather model, there can only be a single value for the wind speed and direction forecast. Speed and direction in small boxes may be fairly uniform but can vary greatly within larger boxes.

SEASCAPES





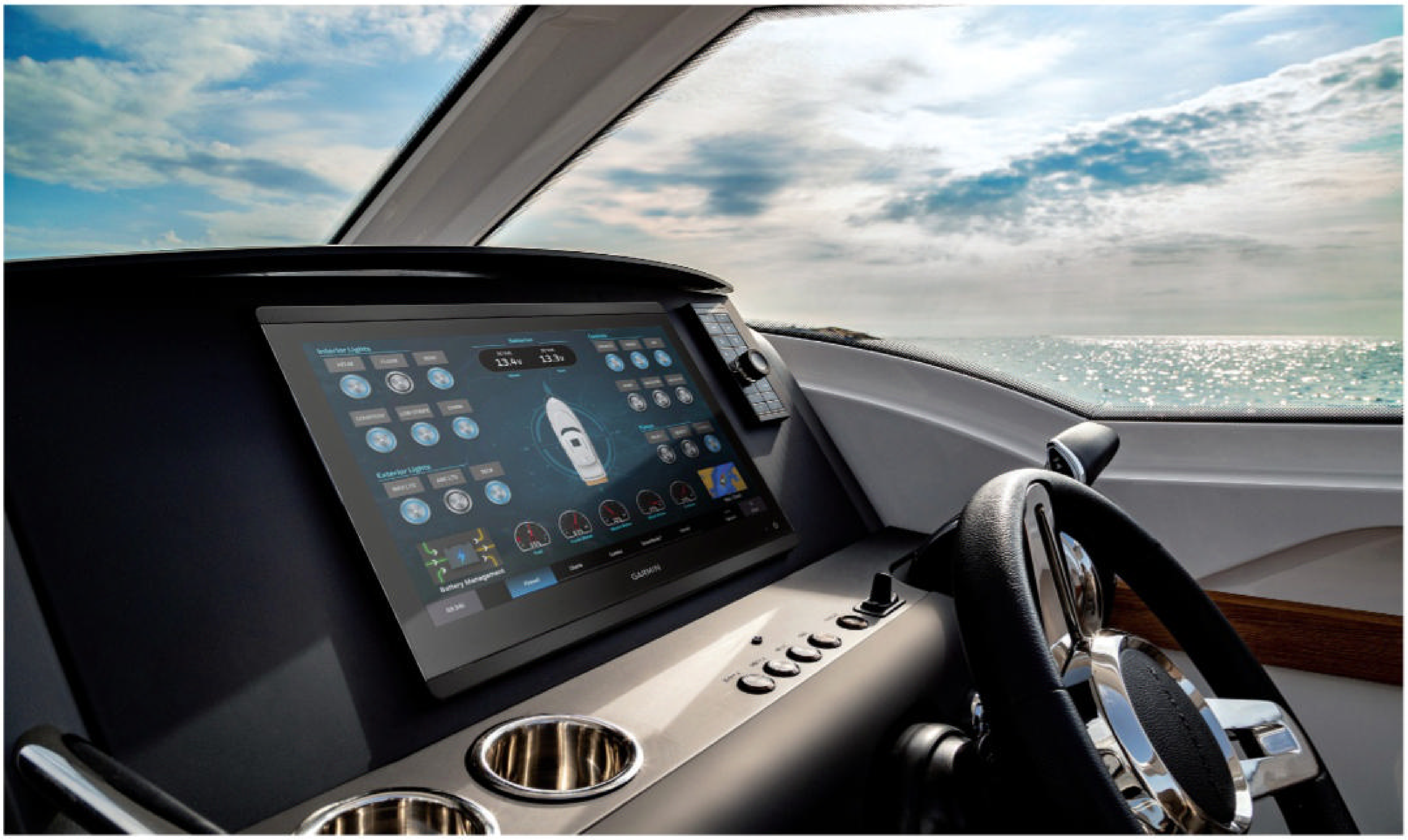
Boater’s Haven

A blue trawler with red fenders is docked against a pier in Martha’s Vineyard, Massachusetts, in John Michael Carter’s painting, “Fishing Boat.” While visiting his friend on island a couple of years ago, Carter took advantage of the beautiful weather and found himself down by the water. “A day next to the harbor is a pretty nice place to be outdoors,” he said, when we spoke over the phone. Carter’s work captures the atmosphere of the island, with pastels hues of the water, the blue sky and the colorful homes that dot the shoreline. “Fishing Boat” is serene scene, an idyllic summer day in Vineyard Haven.

Born in Chicago in 1950, Carter grew up drawing under the guidance of his illustrator father, E.L. After high school, Carter attended the American Academy of Art in Chicago and later attended the Art Center College of Design in Los Angeles. After receiving his B.F.A. in 1972, he began showing his work in galleries across the country, which also led him to find new subject matter.

While much of his work is portraiture, Carter has also been drawn to street scenes and landscapes, particularly as he traveled to places like Spain, Mexico, Italy, Budapest and Ireland. “Fishing Boat” is different from most of Carter’s work. “I’m always enticed by a nice vessel with great lines,” he said.

While his work is American Postwar and Contemporary, he utilizes some Impressionist style to create an air of nostalgia that draws viewers into the scene. The hues in “Fishing Boat” are cool, and while we can assume this is a summer day, the color scheme suggests that the temperature isn’t particularly hot. The painting proposes a temperate day in early summer with a little breeze. Carter’s work can make an old fishing boat seem soft and light, even with her old fenders and rusted pilothouse. He uses his unique talent and skill to capture a subject we can all appreciate: a boat with great lines. — *Lidia Goldberg*



Don’t Be a Luddite

SWITCHES ARE SIMPLE MACHINES, BUT DIGITAL TECHNOLOGY CAN MAKE THEM BETTER

By Mike Smith

In 1811, a gang of disgruntled English textile workers destroyed mechanized looms and other weaving apparatus in Nottingham. Called Luddites, after Ned Ludd, a weaver’s apprentice who had supposedly done the same thing 22 years earlier, the group was against new industrial technology replacing skilled workers. I understand how they felt, but not because of economics. I think today’s technology often takes away from the joy of doing things using learned skills. However, it sure comes in handy sometimes. Who wants to navigate through fog without a radar, GPS and chartplotter? Been there, done that, and now my nerves are too old for so much excitement. But there’s still some Ned Ludd in me, as I discovered during a recent conference with some fellow marine journalists.

One of them thought digital switching systems, which are showing up on many new boats, would make for a good story. While the ultra-sophisticated systems designed for OEM installation are complex to spec, install and program, Garmin, Maretron, CZone and others build simpler aftermarket systems for skippers who want a taste of the latest and greatest, but don’t need NASA-level complexity. I thought, “Why does everything in life have to be digital? And why do so many folks feel that flipping a mechanical switch is such an onerous task?” I didn’t see the big deal about digital switching—but then again, I have toggle boat switches older than most of my fellow journalists. The image of Ned Ludd smashing a loom popped into my head. In an effort to not be a last-century curmudgeon I agreed to look into it.

On most boats, wiring is a multicolored spaghetti of conductors. They snake their way from the main breaker panel through switches at the helm (or helms) and into the cabins and whatever appliances they might control—and then there’s another wire snaking back to the ground bus. Digital switching actually makes initial DC wiring less complicated. It does this by linking a digital switch system, mounted someplace convenient, to one or more multifunction displays—or, in some systems, to weather-sealed touchpads—using a single NMEA 2000 (N2K) cable attached via the vessel’s N2K backbone. The MFD becomes the switch panel, and mechanical breakers and switches

Top: Digital switches can be controlled from your multifunction display, which can result in a much cleaner-looking helm, or free up space for more equipment.

INTRODUCING THE ALL NEW C-248 C

CUTWATER

FISH, CRUISE,
EXPLORE, & MORE

LEARN MORE

CutwaterBoats.com

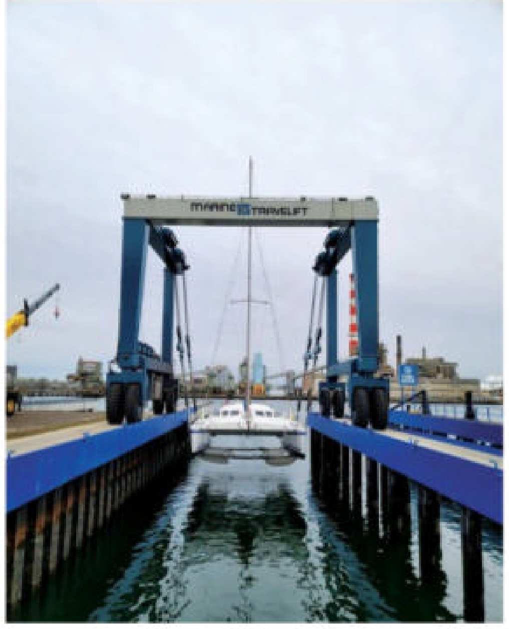
NMMA CERTIFIED using ABYC standards

YAMAHA

MADE IN USA

BRIDGEPORT BOATWORKS

Bridgeport Boatworks is the point of interest for multihulls with our 54' wide lift pits, endless space on the hard and ability to store and work on multihulls indoors.



Onsite Capabilites: mechanics, painting, composite repairs, rigging and systems

731 Seaview Ave., Bridgeport, CT 06607
Email: info@bridgeportboatworks.com • Phone: (860) 536-9651

suddenly become a thing of the past. Once the system is set up, operation is straightforward.

GROW A BACKBONE

Unless you're running vintage electronics, or are an electronics Luddite, your boat probably has an N2K backbone in place already—the N2K protocol has been around since 2001. If you have a chartplotter manufactured in this century with anything connected to it—GPS antenna, transducer, compass—you already have an N2K backbone. (This doesn't apply to radar; radar uses Ethernet cables, not N2K, and some radars are wireless.) If you're not already N2K, installing a backbone—or expanding the one you have—is fairly easy.

"Backbone" suggests the N2K cable runs through the boat from bow to stern, but that's not necessarily the case. The backbone is just an arrangement of cables and T-joints; in some cases, it can be just several T-joints attached to each other. Cables and T-joints connect male to female and are secured with a locking collar. Electronics guys call the T-joints "drops," and the cables that attach the appliances to the backbone at the drops are, not surprisingly, "drop cables." How many drops the backbone needs depends on the length of the boat, on how many N2K-compliant appliances will attach to the backbone, and so forth. When necessary, you can add to the backbone simply by installing another drop. But all backbones need a fused 12-volt power lead, connected somewhere near the middle of the backbone to minimize voltage drop along the length of the backbone, and terminator resistors plugged in at each end. N2K appliances drawing less than one amp can be powered by the backbone; thirstier devices need their own DC connection.

A digital switching module connects to the backbone via a drop cable. Drop cables can be up to 6 meters long; shorter is better. That gives you latitude to mount the module close to your existing breaker panel and still connect to the backbone. Garmin, for instance, recommends mounting its Boat Switch module on a clean vertical surface, away from possible electromagnetic interference from power cables and electric motors, and where it's easy to access. If a fuse trips, it's reset by pushing a button on the module. The digital circuits also have switches on the module should the MFD act up. Easy access to the module makes it more convenient to deal with issues.

HOOKUPS ARE EASY

Mounting the switching module near the breaker panel makes physically hooking up the wires easy. Remove the conductors from the breaker panel and connect them to wiring harnesses that plug into the module using marine-grade, waterproof connectors or heat-shrink. The Garmin Boat Switch has 20 output circuits, 13 10-amp and seven 5-amp, and seven inputs; the inputs can monitor fluid levels in up to four tanks, battery voltage, bilge pump cycling, etc. Every wire is labeled. Once all the wires are connected, hook up 12-volt power through a 50-amp inline fuse, connect the module to ground, plug in the drop cable and, through the magic of N2K, an interface screen will appear on your compatible Garmin ECHOMAP or GPSMAP. Sounds simple, but Garmin recommends having the Boat Switch installed by a professional. The installation manual is downloadable from the Garmin website, so you can read it and decide for yourself.

Once the connections have been sorted out, the system needs to be configured, which can be done mostly on the MFD; you don't need a computer. There are instructive videos on YouTube. If you've connected tank sensors, you need to calibrate each one for minimum and maximum fluid levels, and for the types of fluid in each tank. If you hooked up a livewell, you'll also have to calibrate the pump cycle settings; the Boat Switch turns the pump on and off at preset intervals. All these setups involve grounding various wires for a few seconds at the module, then making adjustments on the MFD. There is also an option to retain physical switches in the circuits, so you don't always have to go to the MFD to turn things on and off. Okay, this is getting complicated. I think that to get the most out of the Boat Switch, investing in a professional installation will be money well spent.

You can find digital modules from CZone or Maretron with fewer circuits, but at less cost than the Garmin Boat Switch's list price of $1,000. CZone's Contact 6 Plus ($415) has six 15-amp output circuits. It can be connected to a waterproof touchpad rather than an N2K-compatible MFD. Maretron's CLMD12 ($561) has two 12-amp, six 10-amp and four 5-amp circuits. Different modules from different manufacturers have different fea-

1:20
Back
Switches
Edit
Refrigerator
Master power
Cabin lights
Galley lights
Fan

Left: If you go wireless with your digital switching system, you can connect it to your phone or tablet, check your boat's systems and location via cellular signal from afar, and have it alert you when something is amiss.

WEST SYSTEM
FIBERGLASS BOAT Repair Kit
WEST SYSTEM ESTABLISHED 1969

THE GO-TO CHOICE

When it comes to repairing your fiberglass boat, you don't want to leave anything to chance. That's why the West System® 105 Fiberglass Boat Repair Kit is the go-to choice for serious boaters who demand the best.

FIND OUT MORE AT WESTSYSTEM.COM

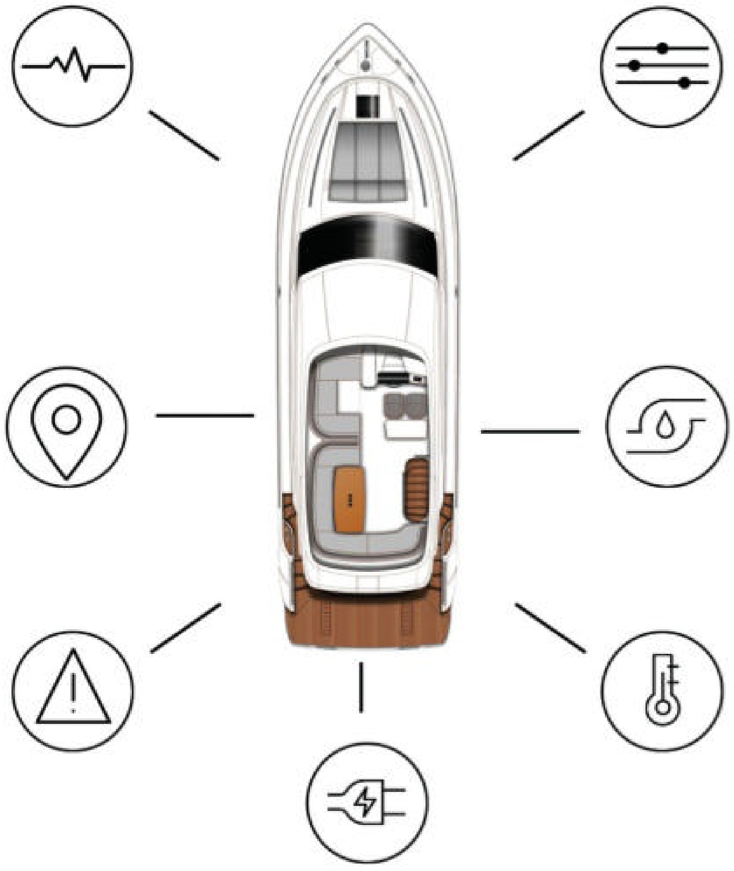
Photo by Billy Black.

Are You Ready to Race?

Before you head to the starting line, set a course for Front Street Shipyard in Belfast, Maine. Whether you're racing to Bermuda or Buzzard's Bay, you'll get ahead of the competition after a winter in our heated, modern sheds. Our in-house, talented team of craftspeople are ready to expertly refit your yacht.

FRONT STREET
SHIPYARD

NEW ENGLAND'S REFIT CAPITAL
frontstreetshipyard.com | 207-930-3740



tures and capabilities, too, so before choosing one, check them all out—and make sure the one you pick will operate correctly with your MFD. If your boat has Raymarine's SeaTalk, you'll need an adapter to connect an N2K digital switching module. Although all N2K devices should work with each other, make sure before laying out any cash—another reason to involve an electronics pro who can work out the details before they become problems.

LET'S GO WIRELESS

Whenever anyone mentions "digital," can "wireless" be far behind? If you have a WiFi-enabled MFD, you can log into its local area network (LAN), kick back on your bunk and control your digital switches on a tablet or phone. If you hear a noise in the wee hours, use your tablet to check the security cameras, and blast the trespasser with the spreader lights. If you're going digital, might as well go wireless, too.

Or go the whole hog and connect to your digital system remotely via WiFi and your cell phone. Garmin's OnDeck Hub ($850) and Raymarine's YachtSense Link ($,1400) are marine routers that switch between cellular, marina Wi-Fi and satellite coverage, improve your connection when you're on the boat, and connect to the N2K backbone to allow you to watch your boat from afar. The two systems are similar in that both provide remote monitoring of not only the yacht's systems, but also its location, and will alert you if something's amiss. Both also have limited output and input channels, so you can monitor vital systems and control a few circuits with your phone. Both routers also use automotive relays (inexpensive and easy to connect) for all but the lowest-demand switched loads.

The OnDeck can monitor temperature, shore power, battery voltage, security sensors and onboard N2K sensors. It has five output circuits that can be controlled by cell phone, but when connected to the yacht's N2K backbone, it can manage Boat Switch-connected digital switches, too. YachtSense Link has four input and output channels to monitor sensors and activate onboard systems. YachtSense Link also connects to Raymarine's sophisticated Yacht Sense Digital Switching system. Both systems require a subscription plan— worth the twenty bucks a month if you're alerted to a small onboard problem before it becomes a big one.

Is digital switching something you need? No, not if your boat's presently wired as you want it, and all systems are functioning as they should. It's convenient though, and the wireless aspect is a nice perk, especially if you already have a WiFi-enabled MFD. Otherwise, you might do better to save your money for fuel. But if you're adding circuits, or you're rehabbing or rewiring an old boat, installing digital switching will give you extra functionality and make it simpler to set-up and connect your DC system. Rather than fishing a wrist-thick bundle of wires hither and yon throughout your boat, you'll use substantially less wire if you let the N2K backbone do some of the work.

There's no risk of anyone calling you a Luddite if you go digital, either. That's worth something, I guess. Let me know how it works out—I'll be awaiting your call on my flip phone. Ⓢ

This story was originally published in our sister publication, Power & Motoryacht.

Top: Garmin's OnDeck Hub can monitor temperature, shore power, battery voltage, security sensors and onboard N2K sensors. When connected to the yacht's N2K backbone, it can manage Boat Switch-connected digital switches, too. *Below:* Garmin's all-in-one digital Boat Switch.

0 0 1
RESET AUTO
MAN ON MAN OFF press 2s
COM
Garmin Boat Switch
X1
X2
<4,5 Nm
+
–

MADE IN USA
PATENT NO. US 8,109,221 B2

ASPEN
POWER CATAMARANS

Embrace the Journey

C108 • Outboard Power • Trailerable • Fits in Standard Slips • King Size Master Bed
Amazing Performance • 8GPH at 18MPH • Top Speed 30MPH • Convenient 31" Draft

aspenpowercatamarans.com | 360-668-4347

DUTCH WHARF
★ BOAT YARD & MARINA ★

Dutch Wharf

Complete mechanical and electrical services. Repowering Specialists!
Rigging Modifications, Paint, Spray Paint and Varnish Refinishing.
Fiberglass and Wood Yacht Repair and Restoration Services.

The race to perfection begins at Dutch Wharf.

dutchwharf.com ★ 203-488-9000 ★ Branford, CT

JOHN WOOLDRIDGE

Bertram 20 Moppie

TWO FORMER SAILORS FROM THE MID-ATLANTIC BUY AND RESTORE A CLASSIC POWERBOAT

By John Wooldridge

Charlie and Diane Ford discovered boating in different ways. "We both love sailing, although I started earlier than Charlie," says Diane. "My Dad was always on the water, and I grew up sailing with him on Star-class sloops."

Charlie came to sailing a little later in life, after a stint in the Marine Corps and four years at the University of Maryland. "A colleague took me out on his Cal-25, and I was hooked. I purchased my first J/24 in 1983 and raced it hard for 35 to 40 years, including two J/24 World competitions." His first powerboat was a Correct Craft ski boat, which featured a powerful engine and a fast planing hull shape designed to tow waterskiers. He used it on the large rivers of the Chesapeake Bay.

The couple's introduction to the legendary Bertram 20 Moppie runabout was coincidental. It was owned by Bill Finagan, Charlie's good friend and dentist. Finagan flew a stunt plane when he wasn't boating. "He kept the Bertram in the slip next to ours in the 1990s, so we had admired its classic looks for quite a while," says Charlie. "At one point, he put the boat on a trailer and stored it in his plane hangar, and wondered if I wanted to be its next owner."

Like Finagan, the couple was enthusiastic about the design and its history. The 20 Moppie, like many of Bertram's early boats, features a deep-V hull shape that maintains a constant deadrise from just behind the stem all the way to the transom. That shape provides a smoother ride when running into waves at speeds above 25 mph, conditions that would normally cause heavy pounding in a boat with a flatter running bottom. The 20 was a breakthrough design of sorts, because few boats in its size range could produce such a thrilling ride—at

ORION®
The Brightest Name in Safety
ALERT SIGNAL
Alerts long distance, potential rescuers of emergency situation
LOCATE SIGNAL
Allows close in rescuers to locate your exact position
SAVE $20.00

SAFE BOATING WEEK IS MAY 20-26 & MEMORIAL DAY IS MAY 29TH

HAVE YOU CHECKED YOUR FLARE DATES THIS YEAR.

THE COAST GUARD MANDATES THAT YOU MUST CARRY NON-EXPIRED FLARES. FLARES EXPIRE 42 MONTHS FROM THE DATE OF MANUFACTURE.

TO HELP YOU PREPARE FOR A SAFE BOATING SEASON ORION IS OFFERING A SPECIAL REBATE IF YOU REPLACE YOUR EXPIRED FLARES OR PURCHASE A NEW KIT.

Receive a $20 Mail In Rebate with the Purchase of either of the kits listed below between May 15 and June 5, 2023.

Alert/Locate Signal Kit Replacement Value Pack

Item #266
or
Item #866

Coastal Alert/Locate Signal Kit In Neoprene Floating Case

Item #275
or
Item #575

ORION / Safe Boating Week Mail-In Rebate

The Brightest Name in Safety

Purchase the Orion product listed below and we will send you a Check

Item#	Description	Check Amount
866 or 266	Alert/Locate Replacement Value Pack	$20.00
575 or 275	Coastal Alert/Locate Signal Kit in Neoprene Case	$20.00

To receive your rebate, fill in the information below. Mail this coupon along with original register receipt and the original UPC # (bar code) cut from package to: **Orion Rebates, PO Box 1047, Easton, MD 21601.**

Allow 6-8 weeks for processing.

NAME____________________________
ADDRESS__________________________
CITY______________STATE_______ZIP_______
EMAIL ADDRESS: ________________________

Offer good May 15 – June 5, 2023. All rebates must be received by July 5, 2023
LIMIT 1 PER HOUSEHOLD. CANNOT BE COMBINED WITH ANY OTHER REBATE OFFER.

SOUNDINGS

NATIONAL MARINE
UNDERWRITERS

Take to the open waters with confidence with National Marine Underwriters.

Insurance solutions for
Yachts | Power boats | Sailboats

1.800.262.8467 | nmu.com

JOHN WOOLDRIDGE

BACKGROUND Bertram Yachts debuted its first production fiberglass boat, the legendary Bertram 31, at the 1961 New York Boat Show. It was based on *Moppie*, a custom wooden powerboat designed by naval architect C. Raymond Hunt that famously won the 1960 Miami-Nassau powerboat race. Bertram Yachts were known for their well-engineered, ruggedly-constructed boats. The company is still going strong, building six models from 28 to 61 feet in length.

wide-open throttle, it ran 35-plus knots.

The 20 was launched in 1964, and the company produced 1,300 of them in just four years. The boat was offered as a center console, a cuddy cabin and an upscale dayboat with twin Baron engines.

The Fords appreciated the boat's speed and seaworthiness, and purchased Finagan's 1965 Bertram 20, called *Spirit*, in 2000. They've been restoring and updating the boat ever since.

The couple originally kept the boat at a marina near Annapolis. When Hurricane Isabel passed through the Chesapeake Bay in September 2003, it pushed a storm surge that peaked at 8 feet, swamping numerous boats including *Spirit*.

A trusted mechanic built a replacement 165-hp MerCruiser motor, using parts from two same-sized engines pulled out of an abandoned vessel. That Merc ran perfectly until about two years ago, when it was time for another rebuild. The motor was pulled and the block was blueprinted, then reinstalled with a new alternator and pumps, plus a rebuilt Holley carburetor.

Charlie says the boat cruises comfortably and still tops out at 35 knots. The Fords could have changed the motor to a higher horsepower gas or diesel sterndrive, or even an outboard on a bracket, but they wanted to keep *Spirit* as close to original as possible.

They found an Eastern Shore builder and craftsman to restore the hull and interiors. The builder soda-blasted several decades of bottom paint down to the original gelcoat, painted the topsides and deck, replaced the analog gauges and restored the instrument cluster, among other things. The stainless-steel wheel at the helm replaced the original thermoplastic wheel, which the couple will eventually restore.

"Canvas work, upholstery and cushions, there's always something that needs upgrading—even for a 20-footer like *Spirit*," Diane says.

With their 165-hp MerCruiser primed for its third season this summer, the Fords plan to cruise the local rivers with friends, explore Annapolis Harbor and visit their favorite waterside restaurants. And if the waters occasionally get choppy, they know that *Spirit* has the power and the proven deep-V hull to keep them safe and comfortable underway.

WALKTHROUGH

Due to its nearly full-length, flattish sheer, boarding the Bertram 20 Moppie is unusually easy, especially from floating docks. The cockpit is open, with plenty of room for coolers, waterskis and other water toys. The inner edge of the gunwale rises above the level of the side deck, affording attachment of snap-fit hardware for a cockpit tonneau. Stowage under the gunwales helps keep fishing rods, paddles, dock lines and throwable flotation cushions from cluttering up the cockpit sole, which has a drained centerline locker.

The vinyl-covered padded seats are placed to create open space in the center of the cockpit. Forward are twin back-to-back seats; at the stern, two removable seats flank the engine hatch.

The windshield doesn't have an opening panel, so to get to the foredeck you have to step over it. Fortunately, the windshield is relatively low. Behind the windshield, the helm seat faces a panel with a small cluster of analog gauges. A single-binnacle is mounted to the right of the steering wheel, while the trim tabs are just ahead of it. Forward of the port-side seat, a glove box is in the dash. There's legroom for both the driver and the copilot to port, thanks to a cutout beneath the foredeck. The area also provides stowage for fenders and other bulky items. Ⓢ

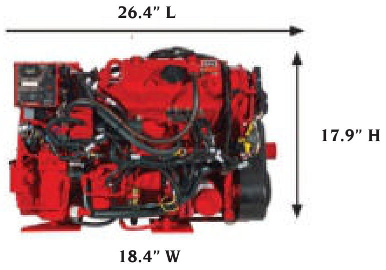
WOULD YOU LIKE TO SEE YOUR BOAT IN *SOUNDINGS*?

We're looking for boats and owners to feature in this department. If you want to share your story, contact the editorial team at editorial@soundingspub.com

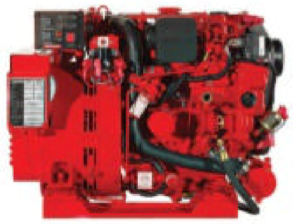
WESTERBEKE
MARINE GENERATORS

QUIETLY LEADING THE WAY

The smallest, quietest
3.5 Kw, 5.0 Kw, 7.5 & 9.5 Kw, Low Profile Gasoline, Low Speed, Multiport Electronic Fuel Injection



We've raised the standard and lowered the profile. Our new Low Profile 5.0 gives you ultra-quit, low rpm performance in a size that fits your boat. With 3 cylinders, 1800 rpm and a balance shaft that virtually eliminates vibration, the Low Profile 5.0 offers the smooth operation and quality that Westerbeke is famous for – at a very competitive price. Now thats value! Contact us today to find out more.



Diesel
1800 RPM
5.5 Kw - 29.0 Kw

Diesel 7.6 EGTD

7.6 EGTD
Width: 19"
Height: 20.50"
Length: 28.4"
Weight: 395 lbs.
RPM 1800
PTO Interface Standard

CONTACT YOUR DEALER FOR MORE INFORMATION

CONNECTICUT
Crockers Boatyard
56 Howard St.
New London, CT 06320
(860) 443-6304

RHODE ISLAND
Hinckley Yacht Services
One Little Harbor Landing
Portsmouth, RI 02871
(401) 683-7005 • www.hincklyyachts.com

MASSACHUSETTS
Bayline Inc. Boatyard & Transport
4 Silva Street •New Bedford, MA 02744
(508) 994-2944 • www.baylineboatyard.com

Kigman Yacht Center
1 Shipyard Lane • Cataument, MA 02534
(508) 563-7136 • www.kingmanyachtcenter.com

MacDougall's Cape Cod Marine Service
145 Falmouth Heights Road • Falmouth, MA 02540
(508) 548-3146 • www.macdougalls.com

Parker's Boat Yard
68 Red Brook Harbor Road • Cataumet, MA 02534
(508) 563-9366 • www.parkersboatyard.com

NEW YORK
Marine Specialists
2231 5th Ave. #17
Ronkonkoma, NY 11779
(631) 580-0545

Sag Harbor Yacht Yard
53 Bay St.
Sag Harbor, NY 1193
(631) 725-3838

Dealer Inquiry Invited - 5-Year Limited Warranty - www.hansenmarine.com
Hansen Marine Engineering, Inc. • 32 Tioga Way • Marblehead, MA 01945 • 1-800-343-0480

Trawlerfest

BOATSHOW • EDUCATION • RENDEZVOUS

Downtown Baltimore + Baltimore Inner Harbor
Baltimore, Maryland

Boat Show September 28-30th, 2023
Boating Seminars September 26-30th, 2023

Trawlerfest presented by Passagemaker Magazine (*Soundings* sister publication) continues our 2023 swing by returning to the great state of Maryland. Browse new and used boats of all sizes from your favorite brands, dealers, brokers, and exhibitors... all in one place. Come early in the week to attend a wide variety of 25+ seminars given by experts in their respective fields.

For more information, visit us online: trawlerfest.com

BENETEAU • TOTAL DOLLAR INSURANCE • SEATON YACHTS • JMYS Trawler Specialists • cmcmarine • STERLING ASSOCIATES • FARSOUNDER • Dynamic Marine Systems • OCEAN NAVIGATOR • SEATTLE YACHTS International • ATLANTIS MARINE FINANCE

THE GALLEY
Waterfront Café
norwalk
COVE
BOATING ON THE SOUND
nannidiesel
CAT
Marine Power
SEAKEEPER
HH
HELLY HANSEN
Interlux
Nautical Boutique
THE GALLEY

Connecticuts complete yachting center

List of services:

- Maintenance on all systems
- Mercury, Yamaha, Yanmar, Cummins
- Simrad Furuno Garmin support On Site
- 2 restaurants on Site
- Complete Sail Rigging
- 480Volt Electric
- Beacon Hi Speed Internet
- Ships Chandlery, 3 Travel Hoists

We offer hauling to 150 tons and 29 foot beam.

Slip space to 180 feet and 480 volts.

norwalkcove.com | 203.838.2326
Call for Dockage Reservation 203-838-5899

MARSHALL MARINE CORP
www.marshallcat.com
Custom build, or check our Brokerage!

~ Traditional Style
~ Superior Craftsmanship
~ Rugged and Sea-Kindly
~ Fiberglass Construction

Marshall 22′ Pocket Cruiser

15′ Sandpiper

Sakonnet 23

Padanaram Harbor So. Dartmouth, MA 508.994.0414

LOVE YOUR BOAT
HATE YOUR ELECTRONICS?

KINGMAN
YACHT CENTER

Kingman is Cape Cod's Electronics Center

KYC
GARMIN
KVH
OPTIMUS360
SIMRAD
ICOM
sirenmarine
Raymarine
B&G

Shipyard Lane | Red Brook Harbor | Cataumet (Bourne), MA 02534
508-563-7136 | **www.KYC.US**

INSURANCE

CANCELLED? NON-RENEWED? SKYROCKETING RATES?
WE CAN HELP. CALL TODAY!

For over 54 years Total Dollar has built a first- rate reputation, providing expertise that's second to none. You'll get custom-tailored insurance – agreed value hull, liability and special coverage, plus personalized service and rates that won't gouge your pocket.

One Pleasant Avenue
Port Washington, NY 11050
Toll Free: 800-962-5659
Fax: 516-704-2285
Website: www.totaldollar.com
E-mail: info@totaldollar.com

THE BEST CLAIM SERVICE IN THE INDUSTRY!

TOTAL DOLLAR
INSURANCE

A Foundation Risk Partners Company

A full service insurance agency SERVING YOUR INSURANCE NEEDS FOR OVER 54 YEARS
Member: Professional Insurance Agents Association, Better Business Bureau.

John Posey, TX
972-775-3523

Buzz Fyhrie, FL
888-327-8467

Wherever your SECRET spot is...
PERKO®
helps get you there safely and reliably.

Quality Marine Navigation Lights,
Hardware & Accessories

www.perko.com

REFIT
RESTORATION
REPAIR

PAINTING • FIBERGLASS • RIGGING
CUSTOM FABRICATION
MECHANICAL • ELECTRICAL • CARPENTRY

Cooley Marine

CLASSIC
RESTORATIONS
1969 BERTRAM 31′

www.cooleymarine.com
STRATFORD, CT • 203-873-6494

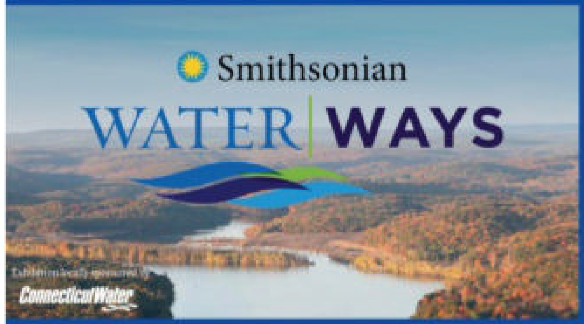
Discover the
CONNECTICUT RIVER MUSEUM

Be an eco-cruiser
on *RiverQuest*

Step back in time sailing
onboard *Onrust*

Explore art, history,
and culture

RIVERQUEST



Now on view:
Water/Ways
June 3 - August 13, 2023

Water/Ways explores the relationship between people and water on our lives, culture, and environment.

Connecticut River Museum
Essex, CT | 860.767.8269 | ctrivermuseum.org

Lockwood Boat Works
Family owned & operated since 1946

Experts In Boat Repairs For Power & Sail
Repowers, Refits, Rigging Services
Seasonal & Transient Dockage
Best Ship Store on Raritan Bay
"If We Don't Have It, You Don't Need It!"
Certified Mechanics For:
Yanmar • Westerbeke • Mercruiser
Volvo • Crusader • Chrysler • Universal

732.721.1605 • LockwoodBoatWorks.com

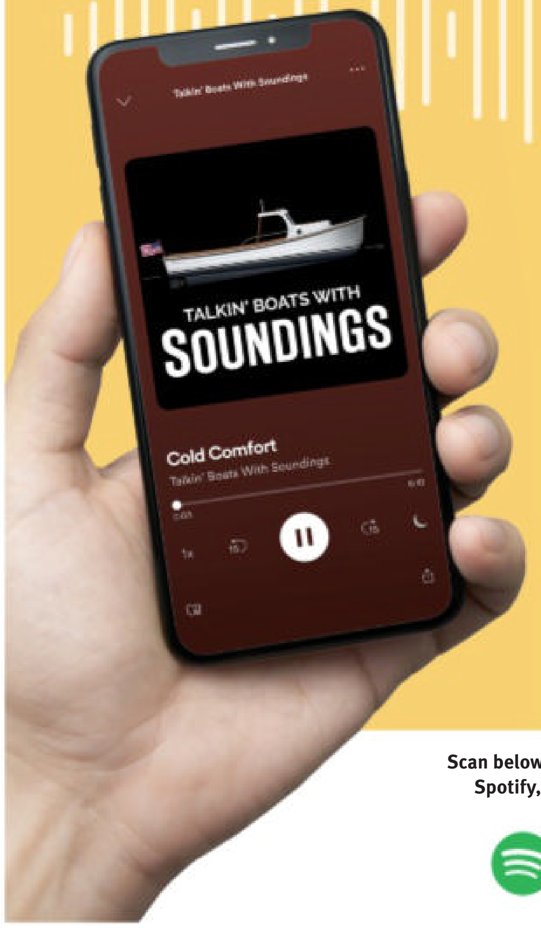
The Beauty and Peace of a Perfect Maine Anchorage.

No Boat Required.

Every boater's dream includes the perfect anchorage - quiet mornings as the fog lifts, evenings streaked with sunset colors, nights with waves gently lapping the hull. But getting there usually requires all the time, money and effort that goes into owning a boat. Not at Riggs Cove Rentals. Whether you're a sailor or a confirmed landlubber you can simply step aboard one of our posh houseboats moored in Robinhood Cove, one of Maine's prized cruising spots, and enjoy. At Riggs Cove you'll find the comforts of home along with the splendor of the Maine coast. All just 45 minutes from Portland. To learn more visit us online or call 207-371-2343. And welcome aboard.

DERECKTOR ROBINHOOD
www.robinhoodmarinecenter.com

LISTEN TO THE
SALTIEST BOATING
PODCAST ON THE WATER



Every episode of *Talkin' Boats With Soundings* celebrates some of the best storytelling about the boating lifestyle and the people who are passionate about time spent on the water. The *Soundings* team of award-winning writers has developed rich stories about new power and sail boats, classic designs, artful refits, cruising adventures, seamanship, survival and rescue, and more. If you're looking for a great sea story with a touch of salt, you'll find it here.

Scan below to listen on soundingsonline.com,
Spotify, iTunes, iHeart Radio or Stitcher

STITCHER

DISCOVERPUNTAGORDA.COM

PUNTA GORDA is a friendly waterfront town. Keep your boat just steps from your back door. Golf. Play tennis. Enjoy the small town lifestyle in the midst of sometimes hectic Florida. Charlotte Harbor offers the best boating in Florida. Protected waters for day or weekend boating with access to the Gulf for that trip around the world.

boater's

Come live a ~~better~~ life!

4000 Bal Harbor Unit #127
$384,000

PERFECT WATERFRONT RETREAT IN PGI! Check out this spacious, 3 bed/2 bath, end-unit at Spinnaker Point in Punta Gorda Isles w/wonderful canal view & sailboat access to Charlotte Harbor. Docks are available on 1st come, 1st serve basis and can accommodate boats up to 34 feet -at time of listing, dock space is available. Unit features open floor plan w/a combination formal living room & dining room plus large bedrooms and a private, screened lanai that spans the entire width of the condo overlooking the docks & canal below. Thanks to the end-unit location, the condo has lots of natural light. The kitchen features abundant cabinet & counter space including a pantry plus a breakfast bar. Lanai features tile floors & screens w/vinyl panels for year-round use. Condo amenities include a tennis court, heated pool & wraparound dock that is just waiting for your boat or kayak. Located across the street from St. Andrews Golf Course - you choose boating from your backyard or hitting the links out the front door.

3313 Nevis
$1,200,000

CUSTOM, WATERFRONT HOME ON TIP LOT W/ WESTERN REAR EXPOSURE! Check out this 4 bed/3.5 bath, waterfront home in Punta Gorda Isles w/176ft of seawall, wraparound view plus quick sail access to Charlotte Harbor. With over 3,400 sq ft of living space, this home offers a formal living room, formal dining room, central kitchen, and separate family room. Large bedrooms include two master suites (one on 1st floor/other on 2nd floor). Each master suite features an en-suite master bath. The 1st floor master also features two walk-in closets, a canal view w/walk-out access to the covered lanai & a spa-like master bath w/dual sinks, granite vanity, seamless glass shower & corner garden tub w/ whirlpool jets. Outside, the lanai has a beautiful brick paver decking surrounding the in-ground, heated pool w/attached spa. Steps from the backdoor, an extended concrete dock w/12,000 lb boat lift is waiting. Give your boat a backyard to love! Water & electric (30 & 50 amp) hook-ups are available dockside.

THE**ANDREAE**GROUP
RE/MAX HARBOR REALTY

941-833-4217 · 866-761-8138 · discoverpuntagorda.com

RE/MAX Harbor Realty · 2815 Tamiami Trail · Punta Gorda, FL 33950

LUKEANDREAE:

Team Leader of the #1 Team
in Charlotte County Real Estate
volume since 1984

scan for a quick, ballpark estimate or call Luke for the true market value of your property

CENTURY 21
Sail/Loft Realty

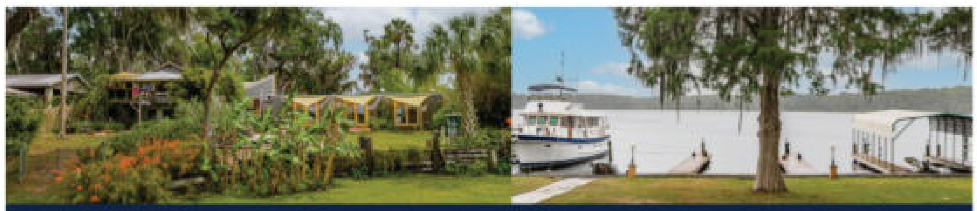
252.249.1787
WWW.SAILLOFTREALTY.COM

Surrounded by exceptional water views, this 2 bedroom, 2 bath waterfront condominium includes a boat slip. Enjoy the beautiful setting from the waterside deck on this first floor unit. Neighborhood amenities include a swimming pool and concrete dock to access your deeded boat slip at the community marina. The Teach's Cove condominium complex common area consists of over 8 acres on a spectacular waterfront setting. Priced at: $275,000

Call Century 21 Sail/Loft Realty at 252.249.1787

8047 TREASURE DRIVE, UNIT 1, ORIENTAL, NC 28571

© 2022 Century 21 Real Estate LLC. CENTURY 21® and the CENTURY 21 Logo are registered service marks owned by Century 21 Real Estate LLC. Equal Housing Opportunity. Each office is independently owned and operated.



603 Front Street | Welaka, FL

OFFERED AT $1.4 MILLION
148± FT RIVER FRONTAGE ON THE ST. JOHNS RIVER | 6 BOAT SLIPS

VERSATILE USE CAN INCLUDE:
Wedding Venue, Private Home, Hotel, Brewery/Restaurant, Yacht Club.

LISTED BY MAZIE REGAN
772.214.8708
MAZIE@ODAREBOGA.COM

O'DARE BOGA DOBSON GROUP

ONE Sotheby's INTERNATIONAL REALTY

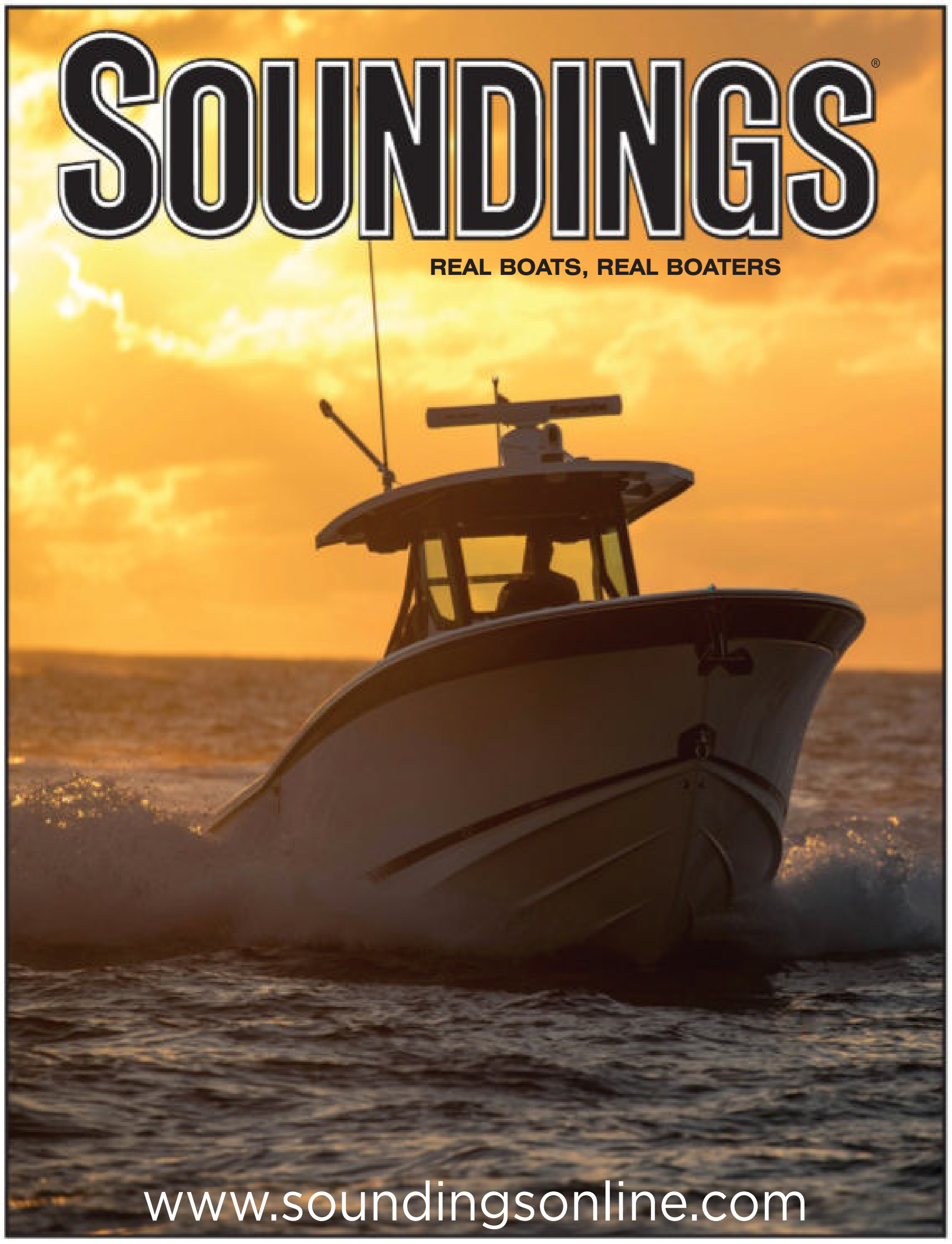
© 2023 ONE Sotheby's International Realty. All rights reserved. Sotheby's International Realty® and the Sotheby's International Realty Logo are service marks licensed to Sotheby's International Realty Affiliates LLC and used with permission.

CLASSIFIED ADVERTISING

Buy or sell your boat or your gear to boaters in your region.
Craig does not know boats or boaters, we do!

Place your ad at
https://classifieds.soundingsonline.com/

HAVE QUESTIONS?
Please contact Marilou Griswold
mgriswold@aimmedia.com
860-227-3638

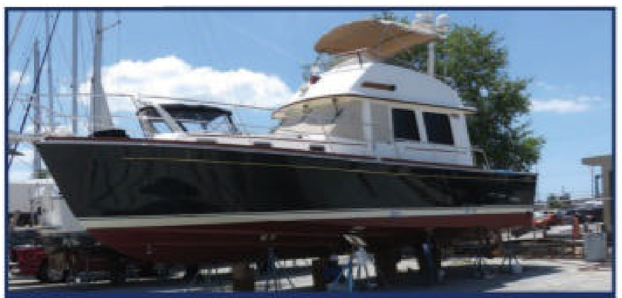


Earning Your Business ...One Boat at a Time

BREWER YACHT SALES

A DIVISION OF CAPTAINS MARKET

1988 Custom 80' Maxi Decision
$385,000 • West Palm Beach, FL
Bill Hall, 561-373-0695
bhall@breweryacht.com



2003 Sabre 42 Flybridge
$369,900 • Falmouth, MA
Bob Alliegro, CPYB, 508-292-9236
balliegro@breweryacht.com

2007 Northern Bay 38
$649,900 • Brick, NJ
Barry Boutilier, 732-864-6921
bboutilier@breweryacht.com

2001 Sea Ray 480 Sedan Bridge
$355,000 • Westerly, RI
Jimmy Economou, 860-250-5912
jeconomou@breweryacht.com

2016 Sea Ray 400 Sundancer
$549,000 • Greenport, NY
Bruce McDonald, CPYB, 631-987-9989
bmcdonald@breweryacht.com

2021 Beneteau Antares 11
$386,000 • Quincy, MA
Russ Bock, 248-467-1469
rbock@breweryacht.com

A preferred business partner of Safe Harbor Marinas

BrewerYacht.com
Find An Office Near You
& View 4,000+ Listings

Quality Listings Always Wanted. We Have the Buyers!

CATALINA 445, 2018, $349,000

STABILIZED GRAND BANKS 41 EUROPA, 2009, $725,000

AXOPAR 28 T-TOP, AFT CABIN, 2017, $130,000

ESSEX YACHT SALES

WWW.ESSEXYACHTSALES.COM
(860) 388-8701
37 Pratt Street, Essex, CT 06426
Leslie@EssexYachtSales.com

OUR FAMILY'S BUSINESS IS YOUR FAMILY'S PLEASURE!

PETZOLD'S YACHT SALES

PORTLAND · NORWALK, CT
RHODE ISLAND

www.petzolds.com

Serving the Boating Community Since 1945

SABRE | BACK COVE YACHTS | REGAL BOATS | EdgeWater POWER BOATS | SEA FOX

SABRE 38, 43, 45, & 48 ON ORDER

BACK COVE 340, 372, 390 & 41 ON ORDER

REGAL - CALL FOR SIZES

EDGEWATER - CALL FOR SIZES

SEA FOX - CALL FOR SIZES

2019 Intrepid 475 Sport Yacht
Rhode Island, Asking $1,050,000

2005 Sabre 38 Hardtop Express
Rhode Island, Asking $369,000

2016 Sabre 42 Salon Express
Rhode Island, Asking $715,000

2021 Sabre 58
Norwalk, Asking $3,100,000

2004 52 Tiara Sovran Salon
Norwalk, Asking $545,000

2005 Catalina 387
Norwalk, Asking $140k

2004 Eastbay 54,
Norwalk, Asking $775,000

2017 Sea Ray 40 Sundancer
Norwalk, Asking $499,000

2021 Regal 38XO
Rhode Island, Asking $649,000

PRICE REDUCED
1984 Blackfin 32 Flybridge
Norwalk, Asking $80,000

2021 Grady White 336 Canyon
Portland, Asking $479,900

2010 Tiara 3900
Norwalk, Asking $425,000

New Rhode Island Location!
Safe Harbor Cowesett Marina | 1 Masthead Drive in Warwick
401-846-8484 • joe@petzolds.com

Petzold's Marine Center Portland
860-342-1196
ken@petzolds.com / troy@petzolds.com / jordan@petzolds.com

Petzold's at Norwalk Cove
203-838-4523
diana@petzolds.com / jeff@petzolds.com

MAKE MY BOAT A ZODIAC

ZODIAC

Open 3.4
Length 11'2", Beam 5'7", HP 25

Medline 6.8
Length 21'8", Beam 8'4", HP 250

Yachtline 490
Length 16'1", Beam 6'9", HP 90

Medline 580
Length 19', Beam 8'4", HP 90-115

Brown's
YACHT YARD, INCORPORATED

YAMAHA

Yachtline 360
Length 11'1", Beam 5'10", HP 40

See our current inventory
at www.brownsyy.com

6 Montgomery Place, Gloucester, MA 01930
Tel: (978) 281-3200

rob@brownsyy.com

COOPER CAPITAL
SPECIALTY SALVAGE, LLC

The Complete Salvage Management Company

www.cooperss.com 860-395-4745

2019 33' Protector
Twin Mercury 400hp
Heat/Smoke - VA

Sistership

2003 47' Nortech
Triple Yanmar 330hp
Salt Water Damage - CA

Sistership

2016 39' Cobalt
Twin Volvo D6 400hp
Recovered Theft - NY

2022 38' Regal
Triple Yamaha 300hp
Salt Water Damage - FL

2018 88' Princess
Twin MTU M96 938hp
Heat/Smoke FL

2019 28' Sea Fox
Twin Yamaha 250hp
Heat/Smoke VA

2001 35' Predator
Twin Yanmar 420hp
Collision FL

2019 28' Edgewater
Twin Yamaha 300hp
Heat/Smoke Damage - RI

Sistership

2012 101' Oyster
Cummins 355hp
Lightning - RI

Sistership

2020 26' Beneteau
Twin Mercury 200hp
Salt Water Damage - FL

Licensed, FL Yacht & Ship Sales Person

JW John Williams Boat Company

CELEBRATING 50 1973-2023

FULL SERVICE BOATYARD
CUSTOM BOAT BUILDING
YACHT BROKERAGE

NEW PRICE!

ARGO | **Padebco Offshore 27 –** This classic Downeast style yacht was built in 1993. Current current owner has done many new upgrades, including a Yanmar diesel engine, teak cockpit platform, and custom teak stern seat. Lightly used during the summer months only. **$110,000**

GUMPTION | **2007 Stanley 36 –** She is a rare example of beautiful traditional looks with modern systems; teak cabin sides and pilot house. Professionally maintained and in bristol condition. Recent improvements include new hull Awlgrip, Sitka spruce mast, cushions & canvas. **$629,000**

NEW LISTING!

FISHWIFE | **Jarvis Newman 32 –** Built in 1981, she is one of the finest traditional Downeast style cruisers on the market today. Finished at the James Rich Boatyard in West Tremont, Maine, her current owner has made some nice improvements below in the cabin and galley. **$189,900**

NEW LISTING!

SAFARI | **Stanley 36 –** Rare Stanley 36 Flybridge Cruiser built by JWBoatCo in 1990. A recent extensive refit has her in excellent condition. Extremely well equipped and ready for overnight adventure or extended cruising. **$225,000**

LONE STAR | **Pettegrow 33 –** Well maintained and fully equipped, her hard chines and semi displacement hull gives her more speed and better handling than most Downeast boats her size. Available for showings. **$250,000**

NEW LISTING!

BUBBA'S BUOY | **Hunt Surfhunter 29 –** Highly sought after 2006 Surfhunter 29 Express Hardtop. Very well maintained. Always stored indoors. lMany additions including new side curtains, spotlight and removable davits. **$209,000**

PO Box 80, Shipwright Lane, Hall Quarry, Mount Desert, ME 04660
207.244.7854 • www.jwboatco.com • info@jwboatco.com

Member MAINE BUILT BOATS YBAA

WELLINGTON
YACHT PARTNERS

www.WellingtonYachts.com

SOUTHERN WIND FARR 72 $699,000

2009 FARR 585 SLOOP $730,000

ABLE 44 $495,000

2002 HUNT YACHTS 36 HARDTOP $320,000

ALDEN/PALMER JOHNSON 78
$695,000

LITTLE HARBOR 59
$795,000

CHERUBINI 48 SCHOONER
$275,000

HINCKLEY 51
$425,000

BRISTOL 41 CENTER COCKPIT
$159,000

2006 FRIENDSHIP 40
$680,000

2006 SABRE 386
$229,000

2024 HOLLAND 32 New Build
$349,000

2017 RIBCRAFT EXPRESS 32
$150,000

2012 SURFHUNTER 29
$215,000

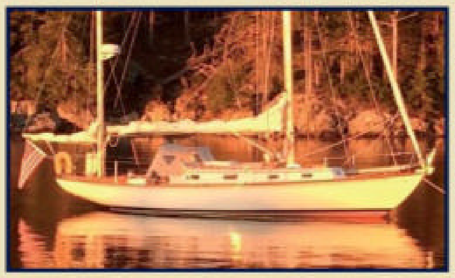
2005 SURFHUNTER 29
$215,000

2007 SURFHUNTER 29
$225,000

info@WellingtonYachts.com
Rhode Island (401) 683-6070
Florida (954) 527-4230

---

www.ClassicBoatShop.com
Select brokerage listings


35’ Hinckley Pilot Yawl
Classic yacht,impeccably maintained and updated. $128,000

21’ Pisces Daysailer
Electric drive, GPS,Max prop
Offered for $ 58,500

21’ Pisces Daysailer
Beta 14, spinnaker package
Offered for $68,500

26’ Colgate
Popular training daysailer/racer
Offered for $ 25,000

Please visit our website for more details

Jean@ClassicBoatShop.com (207) 244-3374 ext. #2
369 Tremont Road PO Box 74 Bernard, Maine 04612

Sometimes, even the rescuers need to be rescued.

★ ★ ★

Because they watch over us.
Because they give so much.

Give to the
Coast Guard Foundation

RescueTheRescuers.org

1957 Concordia 41 Firefly

#54 of 103

Excellent structurally, cosmetically, and systemically.

$167,500

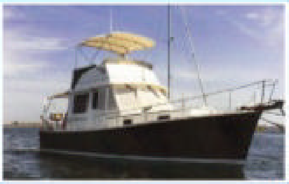
CONCORDIA

- ★ Specializing in wooden boats & spars
- ★ Refit ★ Restoration ★ Systems
- ★ Brokerage ★ Moorings
- ★ Yamaha, Volvo, Yanmar, Westerbeke certified

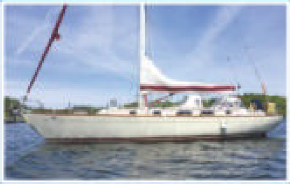
www.concordiaboats.com | 508-999-1381
conco@concordiaboats.com

Gray & Gray Yachts

York, ME; Westport, MA; Stonington, ME
★ graygray@gwi.net ★ WWW.grayandgrayyachts.com


33' ROBINHOOD FB, 2001, $165,000.

38' DUFFY FLYBRIDGE, 1996, $249,500.


47' CHEOY LEE PEDRICK, 1984, $99,500.

36' ROBINHOOD 36 CUTTER, 1995, $134,900.

38' DOWNEAST FLOWERS HT, 2011 $350,000.

34' PACIFIC SEACRAFT CUTTER, 1987, $89,000.

42' GRAND BANKS (2) FROM $129,500.

53' CHEOY LEE TRAWLER, 1959 $195,000.

42' STEVENS SLOOP, 1988 $105,900.

35' NAUSET FB, 1987 $105,500.

42' HINCKLEY SW SLOOP, 1982 $197,000.

29' HUNT SURFHUNTER, 2012 $259,000.

CALL: 877-239-9212 | 207-363-7997
ANNE H. GRAY • JILLIAN C. HAWES • BARBARA SLOWIK

METINIC YACHT BROKERS

A member of: YBAA

SEA HAWK

1965 Concordia 41 Yawl

Professionally maintained to a high standard. Recently recovered decks.

$89,500

SOPHIE

1986 Sabre MK II 34'

Yard-maintained cruiser-racer. Westerbeke 27A engine. Very good condition.

$49,995

ADAGIO

1970 Greenwich 24

Trim, comfortable and yard-maintained day sailer. 9hp Mercury inboard outboard. Dinghy available.

$4,995

124 Horseshoe Cove Road
Harborside, ME 04642
Tel: 207-326-4422 · Fax: 207-326-4411
Email: sealcoveboatyard@gmail.com
www.sealcoveboatyard.com

BOATS FOR SALE

www.CertifiedSales.com

www.YachtSalvage.com

World Wide Sales Service- Salvage, Brokerage, Repo's and More

Offices in Mendon, MA...Warwick, RI...Charleston, SC

47' Carver 1996
YS230032 Brokerage

40' Sea Ray 1998
YS230029 Donation

28' Doral 2002
YS230027 Brokerage

Stop the Expenses!

DONATE your Yacht, Boat or RV

Choose from over 30 Qualified 501c3 Charities such as:

ABYC Foundation
Boat US Foundation
BSA Sea Base
Goodwill
Habitat for Humanity
Kars4Kids
Knights of Columbus
St. Francis Thrift Shop- a Catholic Charity
Lewis Cancer & Research Pavilion
Soldiers Angels
Vets4warriors
and more...

Also Marine Surveyors Contact Us for more Information

Brian or Eric: (508) 478-0200 Ron: (401) 640-1049
Jeff: (843) 789-0357 / (843) 563-9199

HEADPHONES

UltraLITE™

Wireless Headsets

Stop Shouting!

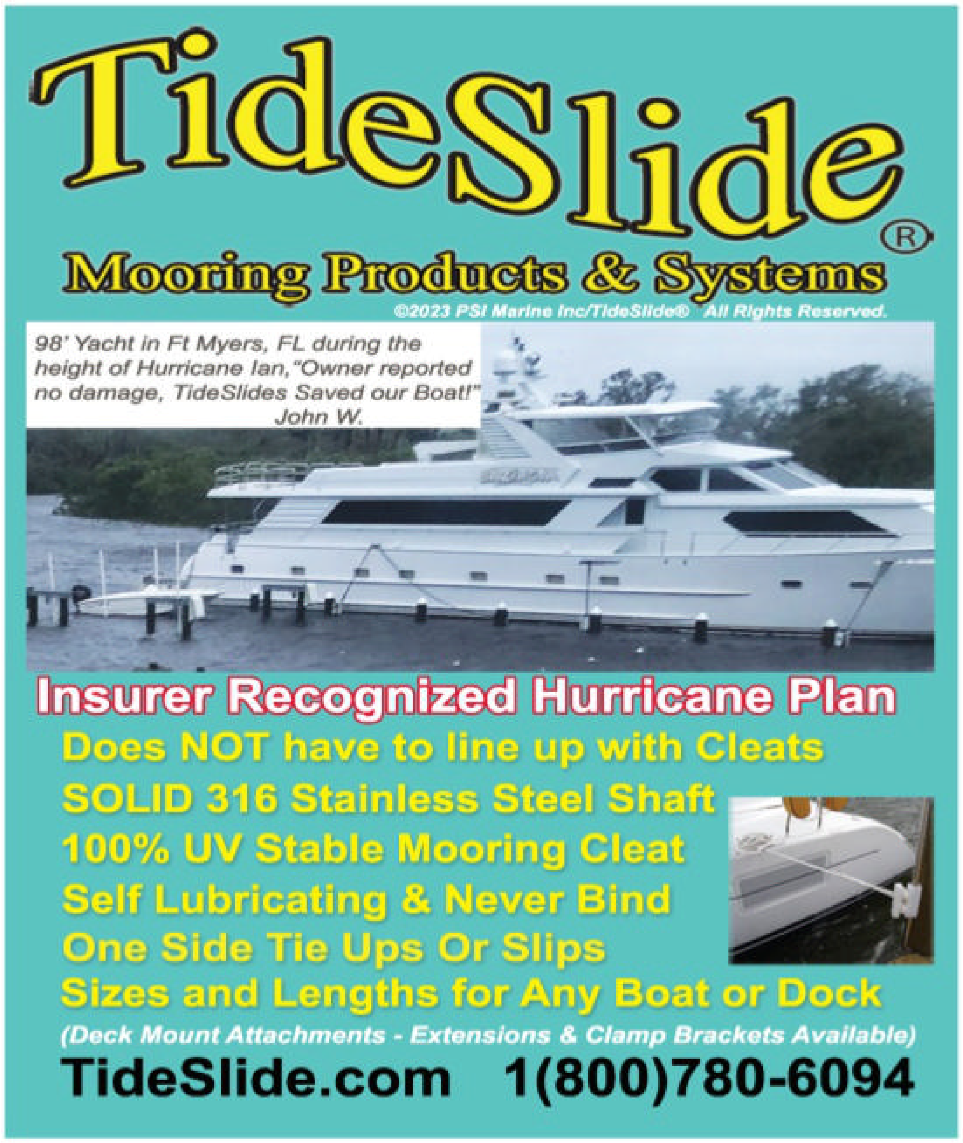
Lightweight & Comfortable
No Wire or Beltpack

www.eartec.com
800.399.5994

EARTEC

Free Carrying Case! Use: POWER

FENDERS



TideSlide®

Mooring Products & Systems

©2023 PSI Marine Inc/TideSlide® All Rights Reserved.

98' Yacht in Ft Myers, FL during the height of Hurricane Ian,"Owner reported no damage, TideSlides Saved our Boat!"
John W.

Insurer Recognized Hurricane Plan
Does NOT have to line up with Cleats
SOLID 316 Stainless Steel Shaft
100% UV Stable Mooring Cleat
Self Lubricating & Never Bind
One Side Tie Ups Or Slips
Sizes and Lengths for Any Boat or Dock

(Deck Mount Attachments - Extensions & Clamp Brackets Available)

TideSlide.com 1(800)780-6094

BOAT FOR SALE

1997 Custom 58' Catamaran Ketch

For Sale $90,000

Carefully crafted, wonderful cruising boat which has cruised the East Coast, Bahamas and Caribbean. The boat is located on the Northern Neck of Virginia.

- 28′ Beam
- Fiberglass with Cedar Plank Core, West Epoxy
- Twin 50 Yanmars, 1000 Hours
- Freezer, Refrigerator, Oven, Stove
- Maxwell Twin Windless, (2) 125 Deltas and Chain
- Spinnaker, Screecher, Staysail
- Radar, (2) AutoPilots, Chart Plotter
- Master Cabin Up, Two Staterooms Down, Two Heads
- Boat needs new ports and hatches, coring repair, new batteries, etc. and a new owner who is not wary of a project.

Contact **Ed** at **toohulls@gmail.com** or **540-226-1477**

JOYSTICK CONTROL

CONTROL • ENGINEERING •

Marine joystick control systems for commercial vessels and private yachts.

www.joystickcontrol.com | 386-846-5999

JEWELRY

AUMÁRIS
WE PUT QUALITY ABOVE ALL

Creating the best selection of 5-Star rated Turk's Head Rings, Anchor Chain Bracelets, & Fine Nautical Jewelry for sailors, explore now. Handmade in Hawaii

PayPal
Pay

AUMARIS.COM - 855-353-9995
FREE SHIPPING 60 DAY MONEY BACK
CALL FOR FREE CATALOG

FUEL CLEANER

How about a Quicky?™

Quicker, cleaner refueling that is!

Original
horizontal deck fill

New!
vertical
side fill

Recommended by BoatUS

Tired of slow refueling to avoid splash back? Clean Way™ Fuel Fill not only reduces refueling time, but puts an end to spills, splashes and fuel-soaked rags. Used by the US Coast Guard and participating marinas in their pursuit of healthy watersheds. Includes all adapters and fittings.

If It Fits, It Works - Guaranteed.

- Heavy-duty baffle design catches overflow and drains back into tank
- Fast top off with no spillage
- Protect boat finishes
- Avoid USCG discharge fines

CleanWay™ FUEL FILL

Order at cleanwayfuelfill.com for FREE SHIPPING!
Use coupon code SOUND10 and save! 772-460-6670

BOAT FOR SALE

2000 45 Cabo Express

Totally redone, low hours. New paint good on hull and bottom, electronics Garmin, controls, joystick, bow and stern thruster, generator, underwater lights, AC controls, ice maker, sonar, carpet, disposal, KVH, tower seats, 1500 hour service engines 1600 hp. Will take trades up or down, will accept real estate as trade.
Reasonable financing available. Price reduced. Quick sale health reasons.
$485,000 978–423–7466

REPAIRS

ROTTEN TRANSOM?

Stringers - Deck - Balsa Core
Wet Foam Flotation - Hull Damage

We've got what you need TO FIX IT RIGHT!

- Best Quality Materials
- Great Prices
- Helpful Advice
- 35 Years in Business

WE SHIP OR YOU PICKUP

MERTON'S FIBERGLASS SUPPLY
Springfield, MA – (800) 333-0314
WWW.MERTONS.COM

INSURANCE

KEVIN E. SEVERANCE
INSURANCE AGENCY, LLC

THE INSURANCE NAVIGATORS SINCE 1981

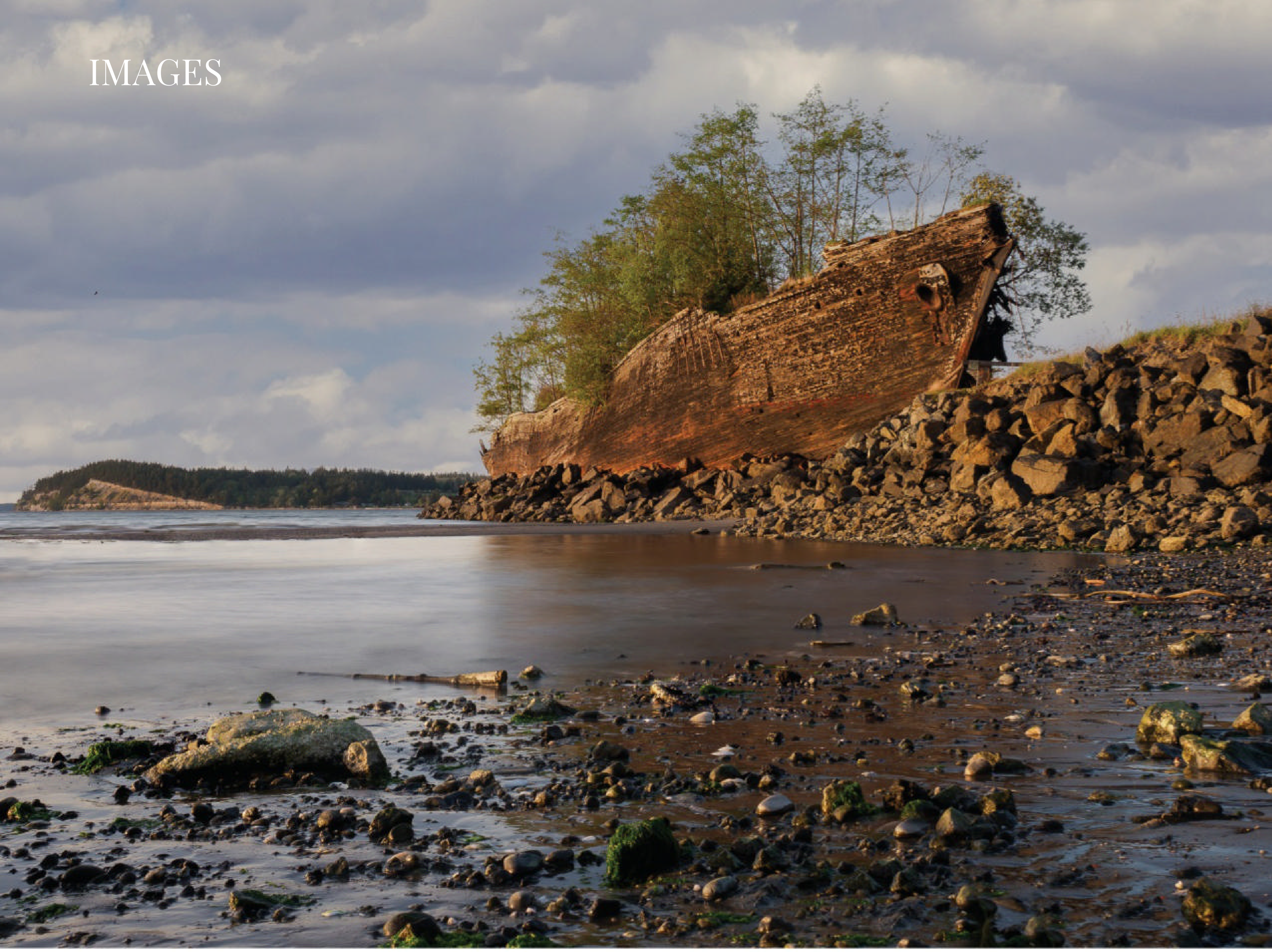
"Discover the Difference"

Motoryacht • Sail • Sportfish
Pleasure/Charter • Extended Navigation
Auto • Home • Recreational • Business

Multi-Policy Package Discounts

(281) 333-3100

www.insurancenavigators.com
kevin@insurancenavigators.com



The Jungle Boat

Every day, thousands of cars that travel along Highway 20 en route to the ferry terminal that serves the San Juan Islands pass the wooden hulk of what used to be the four-masted schooner *La Merced*. The once-proud ship measured 232-feet long and boasted a gross tonnage of 2,146. Today, it's filled with sand and sprouting trees as it sits on top of the riprap at the western breakwater of the Lovrić Sea-Craft shipyard in the Guemes Channel near Anacortes, Washington.

La Merced, which is listed in the National Register of Historic Places, was built in California in 1917. Like other vessels of this type, her hull had a pronounced sheer, nearly vertical post, a short counter, an elliptical transom and a flush "hurricane" deck. She also was fitted with two 400-hp Atlas auxiliary diesel engines and twin screws.

Early on, she hauled freight for Standard Oil. She was then converted to a cannery ship in the late 1920s or early 1930s, with the addition of bunks in the holds, a large deck house and an elevated pilothouse.

After her 1965 sale to the Railwater Terminal Company, *La Merced* was gutted for salvage (propellers, engines, deck fittings and spars), and the hulk was moved to Lovrić Sea-Craft, which was founded in 1965 by Anton "Tony" Lovrić, a naval architect and marine engineer from Croatia. He put her hull in place on the west-facing breakwater of the marina.

Since the Lovrić yard recently changed hands, the future of the deteriorating *La Merced* is unknown. For updates, check with the Maritime Heritage Center at the Anacortes Museum. *—Dieter Loibner*

DIETER LOIBNER

Soundings (ISSN 1526-8268, U.S.P.S. 527-030) Vol. LX, No. 11, is published monthly for $24.97 for 12 months by Active Interest Media, Holdco, Inc.
The known office of publication is 2143 Grand Ave., Des Moines, IA 50312. Periodicals postage paid at 2143 Grand Ave., Des Moines, IA 50318-9652, and additional mailing offices.
Postmaster: Please send address changes to *Soundings*, P.O. Box 37274, Boone IA 50037-0274. Please allow six to eight weeks for change. Printed in the USA.

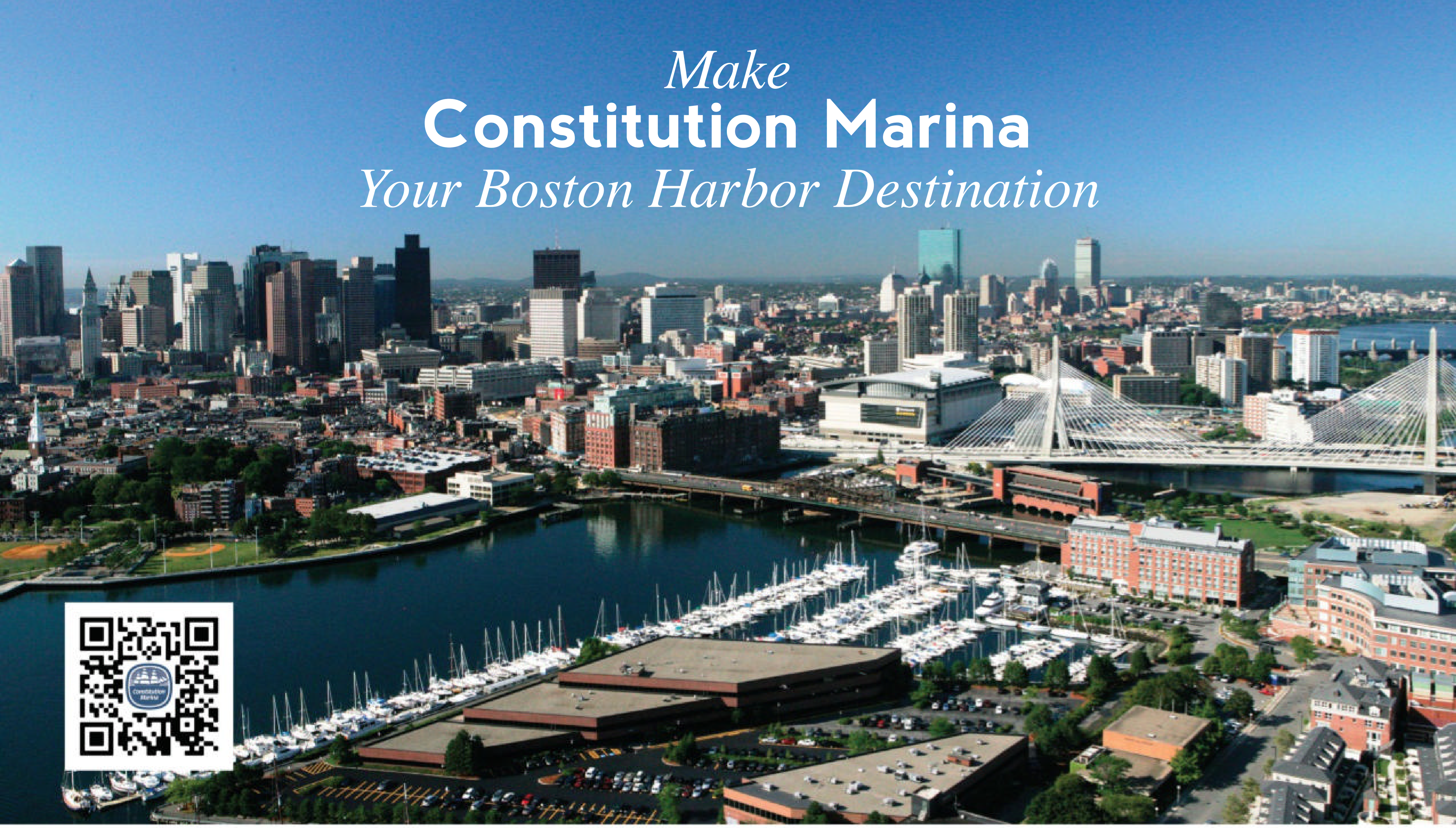
BOSTON
WHALER
SIMRAD
MERCURY

FAMILIES WHO SEEK MORE

CHOOSE WHALER

Families who explore new tides together deserve a boat that can power every pursuit. Whether your family chooses to tackle inshore waters or to cast lines toward the horizon, Boston Whaler's legendary lineup has a model made to propel you forward.

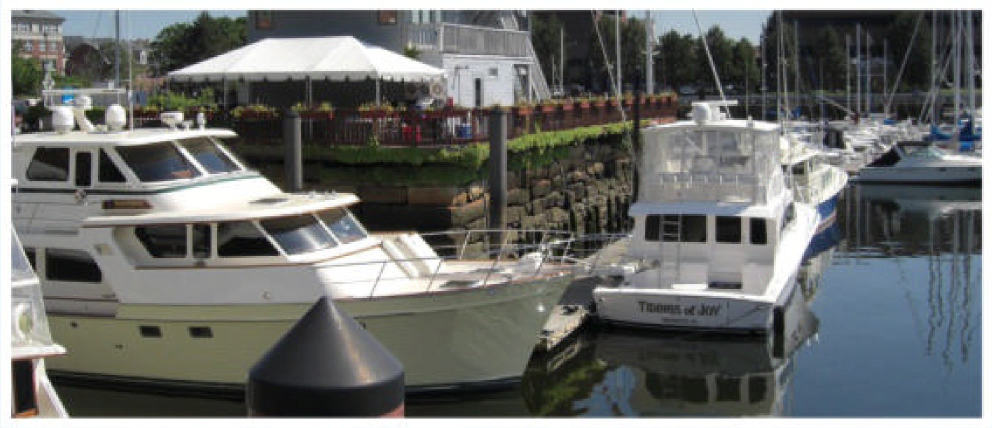
BOSTONWHALER.COM



Make

Constitution Marina

Your Boston Harbor Destination



ATTRACTIONS & AMENITIES

Constitution Marina

- Swimming Pool
- Gas Grills and Deck
- Cable TV and WiFi
- Courtesy Car
- Ample Parking
- Mega Yacht Facilities
- 30/50/100 Amp Electric
- Live Aboards Welcome
- Group Rates
- Multiple Restaurants
- Concierge Service
- Boat Rentals
- Sport Fishing
- Bed and Breakfast Afloat
- Event Tickets

FOLLOW
US ON
FACEBOOK

At Constitution Marina the "Best of Boston" is just off your bow.

28 Constitution Road • Boston, MA 02129 • 617-241-9640 • cm@bosport.com • www.constitutionmarina.com